The Sydney Morning Herald.

No. 6348.—VOL. XXXIX MONDAY, OCTOBER 11, 1858. [PRICE FOURPENCE.

BIRTHS.

On 8th October, at her residence, 97, Princes-street, the wife of Joseph, of a daughter.

On Saturday, the 9th instant, at her residence, 253, Elizabeth-street, Mrs. J. Deane, of a son.

MARRIAGE.

On the 5th instant, at St. James' Church, by the Rev. Mr. Allwood, James, eldest son of the late Mr. James Beattie, to Mary Ann, youngest daughter of the late Mr. Anthony Dank.

DEATHS.

On the 9th instant, of consumption, Elizabeth, the estimable and beloved eldest daughter of Thomas and Mary Pulsford, at their residence, Bridge-street, aged 22 years. She departed rejoicing in Jesus Christ Saviour.

At the Victoria Tavern, Goulburn, Elizabeth Esther, infant daughter of Mr. Joseph Collins, aged seven weeks.

SHIP ADVERTISEMENTS

ROYAL MAIL STEAMPACKET COMPANY.—OVERLAND ROUTE.

The Royal Mail steamship VICTORIA, S. H. WRIGHT, R.N., commander, will be despatched for CEYLON and SUEZ (carrying her Majesty's Mails), calling at intermediate ports, on MONDAY, 11th of OCTOBER, at noon precisely.

Rates of passage money: £30 to SOUTHAMPTON; £35 to MARSEILLES. European servants half-fare; native servants one-fourth fare.

Passengers may have their tickets endorsed to remain a month at any intermediate port.

The mode of transit through Egypt is as follows:—Between Suez and No. 14 Station in the Desert, a distance of 80 miles, in carriages, and from thence the whole way to Alexandria by railway.

For further particulars see guide book, which may be obtained on application at the Company's Office.

CHAMPION WETTON, Superintendent.

STEAM VESSELS for Towing or Excursions. Apply at the Phœnix Wharf.

BALMAIN STEAM FERRIES.—Fast iron steam-ferry boats, throughout the day, between Cook's Wharf, Balmain, and Erskine-street Wharf, near Wynyard-square.

Fares, 3d.; after 7 o'clock, 2d.

1 dozen tickets may be had for one shilling and sixpence, on application to G. BONAMY, cooland timber merchant, Cook's Wharf, Balmain.

BRIGHTON BEACH.—Commodious steam Packets plie between Sydney and Manly Beach, on TUESDAY, THURSDAY, SATURDAY, and also SUNDAY in each week.

Leave Sydney, at 10 a.m., and 2 p.m., calling at Woolloomooloo Bay. And starting from Manly, at noon, and 4 p.m. Fares, 1s. 6d.; children, 1s. each.

It is intended, during the summer months (to commence from 1st November), to make Four Trips daily, thus greatly increasing the opportunities of visiting this favorite place of resort.

Phœnix Wharf.

PARRAMATTA STEAMERS.—These swift Steam Packets continue plying at the usual hours, viz.:

From Parramatta.	From Sydney.
8 a.m.	9 a.m.
11 a.m.	1:15 p.m.
4 p.m.	4 p.m.
On Sunday.	
4 p.m.	9 a.m.

Fares—Cabin, 2s. 6d.; steerage, 1s. 6d., without any charge for omnibus.

Refreshments at moderate rates may be had of the proprietor on board.

Phœnix Wharf, October 4.

STEAM TO WINDSOR.—The NEW MOON, will make her first trip up the Hawkesbury, on THURSDAY, the 13th instant, leaving the Union Wharf, adjoining the H. S. N. Company, at 10 a.m.

For freight or passage, apply to the agents, RITCHARD and WILLIAMS, Produce Auction Mart, Pitt-street.

STEAM to the CLYDE RIVER.—THE HUNTER, THIS DAY, and every MONDAY and THURSDAY, at 5 p.m.

The HUNTER leaves the Clyde on her return trip to Sydney every TUESDAY and FRIDAY, at 4 p.m.

Regular conveyance run between Nelligen and Braidwood (a distance of 21 miles only) in connexion with this steamer.

STEAM to the HUNTER and CLARENCE TOWN, WILLIAMS RIVER.

THE WILLIAMS, for MORPETH, THIS MORNING, at 9 o'clock.

The PATERSON, for MORPETH, on TUESDAY EVENING, at 11 o'clock. She will also receive cargo for CLARENCE TOWN, Williams River District.

H. R. N. S. N. Co's Wharf, foot of Market-street.

STEAM to WOLLONGONG, THIS DAY, at 1 p.m.

THE A. S. N. COMPANY'S STEAMERS

THISTLE, to the HUNTER, TO-NIGHT, MONDAY, at 11.

STEAMER, to CLARENCE TOWN, MONDAY, 11th October, at 11 p.m.

LONDON, to WOLLOMBINE, TO-MORROW, TUESDAY NIGHT, at 12 o'clock.

BOOMERANG, to MORETON BAY and IPSWICH, TO-MORROW, TUESDAY EVENING, at 10.

EAGLE, to WIDE BAY, WEDNESDAY EVENING, at 10.

YARRA YARRA, to ROCKHAMPTON, on or about MONDAY, 11th October, at 5 p.m.

WONGA WONGA, to ROCKHAMPTON, THURSDAY AFTERNOON, at 3.

JAMES PATERSON, Manager.

A. S. N. Company's Wharf, Margaret-street.

STEAM to the FITZROY GOLD-FIELDS.—The A. S. N. Company's steamship YARRA YARRA, will be despatched on SUNDAY, 17th October, at 5 o'clock in the afternoon, landing passengers at Rockhampton.

JAMES PATERSON, manager.

A. S. N. Co's Wharf.

STEAM TO THE FITZROY GOLD-FIELDS.—The A. S. N. Company's steamship WONGA WONGA, will be despatched on THURSDAY, 14th instant, at 3 p.m., connecting passengers to Rockhampton.

JAMES PATERSON, Manager.

A. S. N. Co's Wharf.

RETURN TICKETS, £10 10s.—Passengers proceeding to the FITZROY DIGGINGS, by the A. S. N. Company's STEAMSHIPS, may secure return tickets in the steerage available for six weeks from the date of ticket, for the sum of £10 10s., for conveyance to ROCKHAMPTON and back to Sydney.

JAMES PATERSON, Manager.

A. S. N. Company's Wharf.

FOR WOLLONGONG, KIAMA, and SHOALHAVEN.—THE NORA CRINA, THIS NIGHT, at 11 o'clock.

FOR EMPREY, MACLEAY RIVER.—The MARGARET will sail on WEDNESDAY next.

For freight or passage, apply on board, at the Union Wharf; or to GEORGE COLESON, Market Wharf.

FOR CLARENCE RIVER and FAIRFIELD DIGGINGS.—Clipper schooner HENRIETTA, with a portable, has the greater part of her cargo engaged; has been for 20 tons, early application necessary.

For freight and passage apply to Captain BERKENBERG, on board, Grafton Wharf.

FOR MORETON BAY.—The fine schooner CAROLINE, LEE, master, is now receiving cargo at the Victoria Wharf, and will have quick despatch.

For freight or passage, apply to HENRY CLARKE, Victoria Wharf; or MOLISON and BLACK, Macquarie-place.

FOR ROCKHAMPTON direct.—The clipper brig HEBE, M'LEAN, master, is loading at Campbell's Wharf, and will receive cargo all THIS DAY.

Passengers to embark TO-MORROW MORNING.

For freight or passage apply to MOLISON and BLACK, Macquarie-place.

FOR PETRIE, for MORETON BAY.—Dates at the Customs, THIS DAY. Cargo will be received till 4 o'clock in the Afternoon. Only a few tons of room disengaged.

LAIDLEY, IRELAND, and CO., Lloyd's Chambers, George-street.

FOR FITZROY GOLD-FIELDS, landing cargo by steamer at ROCKHAMPTON.—The fine teak-built brig CASTANAVON, Captain BURY, will sail on TUESDAY next, the 14th instant. Can take a limited number of horses and drays, and a few tons light freight, for which early application is necessary.

R. TOWNS and CO.

FOR THE FITZROY GOLD-FIELDS.—For Passengers only.—Passengers landed by steamer at Rockhampton.—The favorite A1 clipper-ship DAVID MIVOR, 120 tons, Captain BALLIE, will sail on WEDNESDAY, the 20th instant. This vessel, having been fitted under the superintendence of the Emigration Commissioners in Eng and, and having a very great height in the 'tween decks, offers an inducement to passengers not likely to be again met with. Early application is necessary, as a number of the berths are already engaged.

Apply to MITCHELL and CO., Lower George-street and Circular Quay; or to LAIDLEY, IRELAND, and CO., Lloyd's Chambers, George-street.

FOR ROCKHAMPTON, FITZROY RIVER.—The clipper schooner MISERVA, HOWELL, master, will receive cargo at Campbell's Wharf, until ONE o'clock, THIS DAY.

For freight only, apply to MOLISON and BLACK, Macquarie-place.

SHIP ADVERTISEMENTS.

FOR THE FITZROY DIGGINGS.—Going up to ROCKHAMPTON.—The fine brigantine, ALEX. ANDER and JOHN, will sail from NEWCASTLE direct on MONDAY, 11th instant. Can take eight cabin passengers.

Apply to Messrs. J. and A. BROWN, Newcastle; or here, to JAMES MALCOLM and Co.

FOR ROCKHAMPTON, FITZROY RIVER.—The clipper schooner RIPLEY, CUMMINS, master, is now loading at the Pacific Wharf, foot of Druitt-street, and be despatched in a few days. Has room for about 30 tons freight, for which early application is necessary. This vessel from her light draught of water will not require to transship cargo.

For freight only, apply to T. B. GREEN, Pacific Wharf; or MOLISON and BLACK, Macquarie-place.

DANIEL WATSON, for ROCKHAMPTON.—For Horses, Drays, and a few Passengers.—Has only two stalls and a few berths vacant, and will positively sail TO-MORROW. Early application is necessary to prevent disappointment.

Apply to MITCHELL and CO., Circular Wharf; or to LAIDLEY, IRELAND, and CO., Lloyd's Chambers, George-street.

ONLY VESSEL FOR MELBOURNE.—The clipper schooner ESPERANZA, D. WEAY, master, having a large portion of her cargo already engaged, will have immediate despatch. Shippers are requested to make their arrangements at once to prevent disappointment.

Apply to LAIDLEY, IRELAND, and CO., Lloyd's Chambers, George-street.

FOR NELSON and PORT COOPER.—The favorite clipper brig LOUIS and MIRIAM, VANDERWOOT, master, having a considerable portion of her cargo already engaged will have her usual dispatch.

For freight or passage, having accommodations unrivalled in the trade, apply to LAIDLEY, IRELAND, and CO., Lloyd's Chambers, George-street.

FIRST VESSEL FOR WELLINGTON.—The fine clipper schooner UNION, FORBMAN, master, detained on account of the inclement weather, will positive carry all the Victoria Wharf, until TO-MORROW, and sail on Wednesday.

For freight or passage apply to HENRY CLARKE, Victoria Wharf; or MOLISON and BLACK, Macquarie-place.

FOR WELLINGTON direct.—A regular trader.—The fine fast-sailing brigantine CHEEVAR, 165 tons register, D. JOYCE, commander, having two-thirds of her cargo engaged, will be despatched in a few days. Has superior accommodation for cabin and steerage passengers.

For freight or passage apply to Captain JOYCE, on board, at the Grafton Wharf; or to BUYERS and DEARMONTH, Charlotte-place.

THE GERTRUDE, Captain DUNNING, is rapidly discharging at Grafton Wharf, and will be ready to load for Auckland immediately. Apply on board, or to GILPILLAN and CO., Macquarie-place.

ABERDEEN CLIPPER LINE FOR LONDON.—The favourite ship MAID OF JUDAH, W. C. MITCHELL, commander, will sail in a few days, and offers the only certain opportunity of loading wool in time for the January sales. Has still a few cabins disengaged, and room for a limited number of intermediate passengers. An experienced surgeon accompanies the ship.

For freight or passage apply to Captain MITCHELL, on board; or to MONTEFIORE, GRAHAM, and CO.

ABERDEEN CLIPPER LINE.—For LONDON.—Sailing regularly every month throughout the year.

This well known and favourite line of clippers, belonging to Messrs. George Thompson and Co., and consisting of the fastest ships in the Australian trade, will leave Sydney as above.

Shippers are requested to take notice that, in order to ensure the necessary regularity, no cargo will be received alongside after the 25th of each month.

Intending passengers are requested to examine the superior accommodation of this splendid fleet. Passages can be secured for any desired month upon application to the agents.

MAID OF JUDAH, MITCHELL, 650 tons, will sail in a few days.

WOOLLOOMOOLOO, NCSS, 627 tons, will sail 1st November.

DAMASCUS, ALEXANDER, 564 tons, will sail 1st December.

MONTEFIORE, GRAHAM, and CO

FOR LONDON.—The fast and beautiful A1 25 years clipper ship NOURMAHAL, Captain L. C. BRADLEY, will be quickly despatched. She is well known for her fast sailing qualities, and has cabin accommodations of the most superior order. A few intermediate passengers—for whom large and comfortable berths are provided—will be taken. She is now receiving cargo at the Circular Quay, and presents a conveyance unsurpassed for either shippers or passengers.

Apply to Captain BRADLEY, on board, Circular Quay, or to BRIERLEY, DEAN, and CO., 178, George-street.

FOR LONDON.—The well-known and favourite first-class passenger ship SPEEDY, now under the command of Captain OSBORNE, will be despatched about the 1st December. She is lying at the Circular Quay, and cabins should be early secured to prevent disappointment.

Apply to Captain OSBORNE, on board, or to BRIERLEY, DEAN, and CO., 178, George-street.

FOR WOOL and PASSENGERS ONLY.—FOR LONDON.—The splendid ship JOHN BANKS, A1 14 years, 850 tons, YOUNG, commander, has all her dead weight, only requiring wool to fill up. Has a full poop, with lofty state rooms, and every convenience for first-class passengers.

Apply to GILCHRIST, WATT, and CO., 1, Margaret-street.

FOR SALE.—Two suitable iron Vessels for the Fitzroy River.—The new iron Steamer NAUTILUS, about 40 tons; length, 75 feet; breadth on deck, 19 feet; depth, 6 feet; and drawing only 2 feet water when in sailing trim, having a new tubular boiler, manufactured by Messrs. Halliday and Co., of Sydney, made to burn either wood or coal. She is propelled by a pair of oscillating condensing engines of 20 H.P.; and also fitted with a fresh water condenser, capable of making 250 gallons of fresh water per day.

Also, the powerful steamer HUNTRESS, 84 tons, and 30 H.P., capable of carrying 60 tons cargo, and 250 passengers on river service. The above vessels now lie for inspection in Waterview Bay.

Apply to HOWNTREE and CO., Mort's Dry Dock; or T. S. MORT and CO., Pitt-street.

FREIGHT or CHARTER.—The first-class barque LION, 316 tons register, a very light draught of water, and sails fast; ready to proceed on any voyage.

Apply to JAMES MALCOLM and CO.

VESSELS Wanted, to Carry Coals from Newcastle to Sydney.—Terms liberal, and quick despatch given. Apply JAMES MALCOLM and CO.

The Office of the Steam Navigation and Pilot Board, Sydney, 8th October, 1858.

TO MARINERS.—A White, Red, and Green intermittent or revolving Light, with intervals of one minute, visible 30 miles in clear weather, will probably be exhibited from the M'Donnell Lighthouse, Cape Northumberland, on the 21st November next.

The Lighthouse will be in latitude 36 degrees 3 minutes South, longitude 140 degrees 37 minutes East.

H. H. BROWNE, Chairman.

JOHN CROOS, Harbour Master.

W. J. WILSHIRE, Secretary.

A TICKET for Rockhampton, per Hebe, to sell, or under cost. Apply early, 41, Market-street.

A CHEAP TICKET for SALE, per HEBE, for ROCKHAMPTON. Apply 10:30, at Ship.

FOR SALE, per HEBE, Three Passages to the Rockhampton Diggings, at £1 each.

ENERGY.—Wanted, a Ticket per Yarra Yarra. Address Mr. SAVILLE, Circular Quay, 10 o'clock.

WANTED to purchase, a Steerage Passage to Rockhampton. Apply Mr. P. ROGERS, Gunnamore Cottage, Cumberland-street.

BOAT FOUND.—A small Jolly-boat was picked up off Port Macquarie on Saturday last. The owner can have the same by applying THIS DAY, on board the William Kroboer, lying in the Stream.

BANK OF NEW SOUTH WALES.—Notice is hereby given that, in accordance with a requisition signed by proprietors holding more than two hundred and fifty shares in the capital stock of this Bank, a Special General MEETING of proprietors will be held at the banking house of the corporation, in George-street, THIS DAY, Monday, the 11th of October at noon, to consider the expediency of amending the 42nd clause of the deed of settlement, so as to render the present President of the Bank then retiring by rotation from his office as director, eligible for re-election.

By order of the Board of Directors,

ROBERT WOODHOUSE, Secretary.

Bank of New South Wales, Sydney, 29th September.

TO THE MEDICAL PROFESSION.—The Annual MEETING for the Election of Officers for the Wollongong Union Benefit Society, will be held on MONDAY, October 18th. A duly qualified Surgeon will be required. Application for the appointment to be made to the undersigned, from whom particulars may be obtained. The present Medical Attendant is re-eligible. WILLIAM BROWN, Secretary, 17, Hyde-Park-street, Surry Hills.

WOOL—MORT'S PRODUCE STORES.—The undersigned will make cash advances on all produce: wool, oil, tallow, hides, &c., consigned to them for sale or shipment. MORT and CO.

PERSONS ADVERTISED FOR.

P. MORLEY, Esq., there is a LETTER for you at the office of the undersigned. SCOTT, CAMERON, and CO.

IF Tillie should meet the Eye of DAVID FRAZER, from Cantray, Inverness-shire, he will hear of his BROTHER by sending his address to JOHN FRASER, Mr. J. Smith's, Lower George-street.

JOHN REDMOND, your sister, MARY, wishes to hear from you. Address 1, Dunsle-terrace.

JAMES KAVANAGH, who sailed from Liverpool for Sydney, in 1856, in the John and Mary, write to your Brother LAWRENCE, General Post Office, Sydney.

MRS. M. O'NEILL.—A Box, per brig Dove, at the office of J. C. DIBBS, Campbell's Wharf.

PROFESSOR J. A. DOYLE, late of Lyndhurst school, and now of the Collegiate School, Windsor, is requested to communicate with Mr. JOSEPH WOOD, Currency Lass Hotel, Sydney, at his earliest convenience.

SAMUEL PARR, late of North Shore, Sydney,—write to the General Post Office, Melbourne. Address to your Sister, Mrs. OWERMAN.

PRINCE OF WALES THEATRE.—THIS EVENING, OTHELLO. Othello, Mr. G. V. BROOKE. Doors open at a quarter to seven; performances to commence at half-past seven. Dress circle, 4s.; upper boxes, 3s.; pit, 1s. Children in arms, to the pit, 2s.; private boxes, £2 2s.

SYDNEY VOLUNTEER FIRE COMPANY, Phillip-street North.—A BENEFIT in aid of the funds of the above company, under the patronage of the Mayor and Aldermen of the city of Sydney, to take place at the PRINCE OF WALES THEATRE, TUESDAY EVENING, October 12, on which occasion Mr. G. V. BROOKE will appear as O'GALLAGHAN. Tickets for SALE at the Theatre, and at Mr. Fryer's, bookseller; the Engine Station, and by the members of the company.

ROYAL VICTORIA THEATRE.—A great Bill TO-NIGHT.—First representation this season of the celebrated moral Drama, in 5 acts, entitled SIX DEGREES OF CRIME, supported by Messrs. Hagner, Barford, Belair, Stewart, F. Howson, Hill, John Hewson, Mrs. Hill, Mrs. Belair, Mrs. Morton, and Miss Stoneham. To conclude with Miss KEARNS' wonderful Performances with his celebrated performing Dogs and Monkey, and the Italian Brothers, whose performances are nightly received with great approbation. Doors open at 7, commencing at half-past. Prices—Boxes, 3s.; pit, 1s. 6d.; gallery, 6d. JAMES SHERIDAN, Business Manager.

R. J. OSBORNE'S Celebrated Troupe will appear during THIS WEEK, at Campbelltown, Camden, Potter, and Berrima, particulars of which will be announced. JOHN LEVESON, Agent.

GRAND CONCERT.—THE MORNING CONCERT of October 14th, the last of the Monthly Concerts for this season will be given at the Masonic Hall, when the following selection of classical music will be performed, with organ accompaniment:—

PART I.

Hymn—"Before Jehovah's Awful Throne" ... Mulch
Anthem—"Hear My Prayer" ... Mozart
Hymn—"From Greenland's Mountains," given as a specimen of choral harmony
Quartet and Chorus—"Ave Sanctissima!" ... ...
Hymn—"Lo, He Comes with Clouds Descending," arranged ... Hen. Smart
Anthem, Solo and Chorus—"Michaia I Hear" ... Dr. Crotch
Swiss Hymn—"More Awake in Silence" ... ... F. Abt
Chorus—"The Sea Awaks" ... Weber
Hymn—"Lord Vouchsafe Us," the music by his Majesty George V., King of Hanover ... ...
Hymn of Christ," 1813 ... ...
Anthem—"Blessed is the People" ... V. Novello.

PART II.

Solo and Chorus—"Holy Lord" ... Mozart
Two solos—"Let Thine Eyes" ... Mendelssohn's Bills
Chorus—"Rise, Holest Born of Hell" ... Handel's Saul
Duett and Chorus—"Hail Judea" ... Handel's Judas
Chorus—"Then Round about the Starry Throne ... ... Handel's Samson
Chorus—"Hallelujah" ... ... Messiah.
Organist ... ... G. B. Packer
Conductor ... ... C. Chalatt.

Tickets, one shilling; reserved seats, two shillings. May be had of Messrs. Johnson and Co., Pitt-street; Mr. Nova, Hunter-street; Mr. Clarke, stationer, George-street; Mr. Moffat, Pitt-street; and of Mr. King, Market-street.

Doors open half-past 7, commence at 8 o'clock.

Books of the words may be had in the Hall, 6d. each.

YOUNG MEN'S CHRISTIAN ASSOCIATION, 183, George-street, nearly opposite the Cathedral.—Phonography, or Writing by Sound.—A Lecture on this interesting and useful art will be delivered by Mr. HENRY BURKELL, member of the Phonographic Society, Bath, on TUESDAY EVENING, October 12th, at 8 o'clock, in the large room of the Association. The lecture will be accompanied by illustrations exhibiting the immense advantage of Phonography, as a method of representing language. Papers containing the basis of the art will be presented to each person on entering the room. Admission free. Seats will be reserved for ladies.

JOHN MCDONALD, Honorary Secretary.

JOHN MCDONALD, Secretary.

(See handbills.)

SCHOOL OF ARTS' WEEKLY LECTURES.—On TUESDAY EVENING next, October 12th, a LECTURE will be delivered by the Rev. W. SCOTT. Subject—"Meteorology." Members of the Institution will be admitted on production of cards of membership, and are entitled to introduce two ladies.

The lecture will commence at half-past seven o'clock precisely.

WILLIAM DAVIS, secretary.

MODERN MUTUAL IMPROVEMENT ASSOCIATION.—The Public LECTURE on "The Electric Telegraph," which was postponed on Monday last, on account of the weather, will be delivered by Captain Martindale, R.E., in the Schoolroom, St. Paul's, Redfern, on TUESDAY EVENING, 12th October, at half-past 7 o'clock precisely. JOSHUA J. FAIRE, secretary.

JUVENILE TEMPERANCE HALL, Francis-street, Woolloomooloo.—Mr. D. ALDERTON, of Burwood, will deliver a LECTURE in the above place, on TUESDAY, the 12th instant, at half-past seven o'clock. Subject: Malt Liquor. Admission free. LYNN and REDGATE, hon. secretaries.

BALMAIN REGATTA.—Parties favourable to the keeping up of St. Andrew's Day are invited to meet at Mr. T. W. SMITH'S, Burnbank Hotel, THIS EVENING, at 8 o'clock.

BALMAIN.—The inhabitants of Balmain are requested to attend a Meeting to be held on TUESDAY evening, at Taylor's Hotel, Stephen-street, Balmain, to decide upon the arrangements for the forthcoming Regatta, and to elect a committee for the same.

SPRING EXHIBITION.—AUSTRALIAN HORTICULTURAL AND AGRICULTURAL SOCIETY.—The Council of the Society regret that, in consequence of the Government having at the eleventh hour refused the customary use of the Botanic Gardens, they are unable to hold the Spring Exhibition.

By order of the Council,

H. H. WEBB, assistant secretary.

SYDNEY PHILHARMONIC SOCIETY.—Orchestra Members are requested to attend punctually at half-past 7 o'clock, THIS EVENING, at the Sydney Exchange, to practise for the fourth concert, which will take place on MONDAY, 22nd November next. H. R. WEBB, secretary.

FREEMASONRY.—Leinster Marine Lodge of Australia, No. 265.—Regular Monthly MEETING, THIS EVENING, at the Hall, York-street, at 7½ o'clock p.m. By order of the W. M. HENRY BURKELL, secretary.

NEW SOUTH WALES MARINE ASSURANCE COMPANY.—Notice is hereby given that the Fourteenth Half-yearly General MEETING of the Proprietors of the New South Wales Marine Assurance Company will be held at the Company's Office, Bridge-street, Sydney, on WEDNESDAY, the 20th day of October, 1858, at 11 o'clock a.m., to receive the report of the Directors for the half-year ending the 30th instant, to elect a director in the room of Jacob L. Montefiore, Esq., and to transact such other business as may be brought before the meeting, in accordance with the deed of settlement.

By order of the board,

ROBERT GARRETT, Secretary.

Sydney, 29th September, 1858.

By the 34th clause of the deed of settlement, proprietors becoming candidates for the office of directors are required to give 14 days' notice of their intention in writing to the Board of Directors, to be left with the Secretary, at the Company's Office.

PHILOSOPHICAL SOCIETY OF NEW SOUTH WALES.—The MONTHLY MEETING of the Society will be held in the Sydney Chamber of Commerce, on WEDNESDAY, the 13th of October, at 8 o'clock, p.m. Business: Election of new members—Paper by Professor Pell, "On the Construction of Thermometers"—Paper by Edward R. Drury, Esq., "On Currency and Banking in New South Wales."

Department of Internal Communications,
8th October, 1858.

£100 REWARD.—Whereas some person or persons unknown did, yesterday evening, place between the points of the switches of the railway, near Campbelltown, a stone, by which, had it not been detected by the railway servants, an accident might have occurred; and, whereas, some person or persons unknown have lately placed stones and other materials upon the rails at various places, by which accidents might be caused: Notice is hereby given that on detection and conviction of any such or similar offender or offenders, the above reward will be paid.

By order of the Commissioners.

JOHN RAE, Secretary.

Great Southern Railway.
Collection and Delivery of Goods.
Department of Internal Communications,
Sydney, 6th October, 1858.

NOTICE is hereby given, that Mr. HENRY REDMAN is the sole agent employed by the Railway Commissioners to collect, and deliver goods in Sydney on their behalf, in accordance with the arrangements advertised on the 20th December, 1857, and subsequent days.

All parties employed under Mr. Redman will produce, on demand, a written authority, signed by C. J. NEALDS, Esq., Traffic Manager, or in his absence by J. H. Goold, Goods Clerk, as their warrant to collect and deliver goods on behalf of the Railway Commissioners.

By order of the Commissioners,

JOHN RAE, Secretary.

CHRIST'S HOSPITAL.—The Annual GENERAL MEETING of the Australian Benevolent Society will be held, at 6 p.m. on TUESDAY, the 12th instant, at the Royal Hotel, George-street, for the election of officers and the transaction of general business. JOHN L. HOSKEN, Hon. Sec.

HUNTER RIVER NEW STEAM NAVIGATION COMPANY.—Notice is hereby given, that a MEETING of the Shareholders of this Company will be held at the Company's Office, Moreton-place, on MONDAY, the 18th of October next, for the purpose of electing five Directors in the place of the retiring Directors, who have signified their intention not they do resign their appointments, namely,

JOHN LYONS, Esq.
WALTER CHURCH, Esq.
ALEXANDER LOUIS, Esq.
EDWARD OSLER, Esq.
JOSEPH CHAMBERS, Esq.

Notice is also hereby given that the Board of Directors will be before the 20th October, 1858, to declare a dividend out of the profits of the Company with the report of the Directors and the Balance Sheet for the half-year ending the 30th instant.

By order of the Board of Directors,

JAMES MALCOLM, secretary.

NEW STEAM PILOT BOAT.—Notice is hereby given that the Board will be ready to receive applications for the situation of coxswain of the new PILOT BOAT and THURSDAY next, at 2 p.m.

By order of the Board,

H. H. WEBB, secretary.

Steam Navigation and Pilot Board Office, 8th October.

REGULATIONS respecting examinations by the Pilot Board of persons to whom certificates of competency will be granted, under the "Pilotage Amendment Act, 1858:"—

1. Persons requiring certificates of competency under the "Pilotage Act" of the Act of Parliament must make application to the Board in the form hereunto annexed, and the same must be lodged with the Secretary to the Board on or before TUESDAY in each week.

2. Applications must be accompanied by testimonials of character, sobriety, experience, ability, and good conduct; and most state the port or ports for which the certificate is required. It is also desirable that testimonials should be attested by some person well known at the places at which they are dated.

3. The qualification required of an applicant for a certificate is as follows:—

In NAVIGATION: He must be able to show that he understands the regulations as to lights to be carried and signals to be made by sailing vessels and steamers. He must also satisfy the Board that he is capable of navigating a ship in or out of the port or ports for which he requires a certificate.

In SEAMANSHIP: If commanding a sailing vessel, he must be proposed to undergo an examination in seamanship, and to satisfy the Board as to his general knowledge of the management of a vessel. If commanding a steamer in addition to the foregoing, he will be required to have a practical knowledge of the management of vessels of that description.

4. Persons holding certificates of competency in navigation and seamanship from the Board of Trade of the United Kingdom, or who may have attained the rank of lieutenant, master, passed mate, or second master, or any higher rank in the service of her Majesty or of the East India Company, will be exempted from any examination except such as will be applicable to the knowledge of the port or ports to which they are trading; they should, however, produce the requisite certificates of sobriety and good conduct, as provided in clause 2.

5. The Board will meet for the purpose of granting certificates on THURSDAY in each week, or on such other day as may be notified in the daily journals, and applicants will be furnished with a notice from the Secretary, intimating the day on which they will be required to attend.

H. H. BROWNE, Chairman.

W. J. WILSHIRE, Secretary.

SHINGLING.—Tenders for Shingling a Cottage required by Monday morning. Apply to Messrs. WEAVER and KEMP, architects, Pitt-street.

ST. JOHN'S COLLEGE.—UNIVERSITY CITY DEBATE.—TENDERS required, addressed to the undersigned, up to the 22nd October instant, for enclosing the College grounds, about 18 acres in extent.

Each tender must specify the cost per rod for fencing in two kinds, viz.:—

Three-rail fence of ironbark, posts 3 feet in the ground, and 5 feet 6 inches over ground, two panels to the rod; also,

Close paled two-railed fence, the posts as above, 6 feet paling, let into the ground 8 inches, and bound along both rails with iron hoop, the timber to be of iron bark.

BYRE C. ELLIS, Secretary, 59, Elizabeth-street, Sydney.

SYDNEY IRON WORKS, MITTAGONG.—TENDERS will be received, addressed to Mr. BARLLAY, Superintendent, at the works, or to Mr. TERRY, Resident Director, until TUESDAY next, the 12th instant, from persons willing to contract for the immediate Removal to the Works from the present coal pit, from 200 to 500 tons of Coals; and also of 150 tons of Fire Clay, from the same spot. The tender to state the price per imperial ton. Further information can be obtained on the works; or from the undersigned. H. W. JOHNSON, Burke's Stable, Sussex-street, Sydney.

TO BUILDERS, Contractors, and others.—TENDERS are invited for the purchase of the whole of the remaining materials of Dickson's Flour Mill, foot of Goulburn-street, consisting of a large quantity of cut stone, rubble, old iron, machinery, &c.

Tenders to be sent in on or before the 11th October, addressed to the undersigned, from whom full particulars can be ascertained.

E. P. RICHARDSON, Bank-buildings, George-street, corner of Jamison-street.

TO BUILDERS AND OTHERS.—Bridge, Gunning.—TENDERS will be received at the Office of Lands and Works, Sydney, up to 12 o'clock on MONDAY, the 18th October, from persons willing to contract for the erection of a bridge at Gunning.

Tenders to be endorsed "Tenders for Bridge, Gunning."

Plan, specification, and form of tender may be seen, and further particulars obtained at the Colonial Architect's Office, Sydney; and at the Police Office, Yass.

IN THE Insolvent Estate of JAMES COOK, of Liverpool-street, Beer-mills, merchant.—The Creditors are particularly requested to attend a meeting of creditors of this estate, to be held at my office, on WEDNESDAY, the 13th day of October, at 3 o'clock p.m., precisely, for the purpose of giving me instructions relative to certain matters of inner-house business.

JOHN MORRIS, Official Assignee, Mort's-buildings, Pitt-street.

NOTICE.—GEORGE THOMAS ROWLANDSON, this is to inform you that if you do not come forward within three months from this date, I intend getting married again. SARAH ROWLANDSON, Sydney, 1st October.

STOLEN or STRAYED, from A. BECKER, 80, Lower George-street, a French Merlin POODLE bitch. Any person or persons detaining her after this notice will be prosecuted, according to law.

STRAYED or stolen, from Paddington, on the night of the 19th of September last, a Horse; colour, iron-grey; branded on near shoulder J.S., with long switch tail, aged. It is then £5 will be paid on conviction of the thief; if strayed £1 will be paid on delivery to the undersigned, at Paddington. THOMAS GLOVER.

LONDON.—The undersigned Advertising Agents receive advertisements for insertion in the SYDNEY MORNING HERALD, which will be despatched by first mail steamer. Advertisements must be paid for in ADVANCE. THE SYDNEY MORNING HERALD is filed at our office for the use of advertisers. ALGER and STREET, news agents, 11, Clement lane, Lombard-street, London. May 12.

SYDNEY PRICE CURRENT AND GENERAL ADVERTISER, on very thin paper, to enclose with correspondence per SUPPLEMENTARY MAIL, can be supplied a few hours after orders are received. E. GARLAND MYLREA, Rechango.

NEW LAW BOOKS.—Roscoe's Law of Evidence at Nisi Prius, new edition, 1858.

Prideaux's Precedents in Conveyancing, with dissertations on its law and practice, 1858.

Chitty's Forms in Common Law, Queen's Bench and Common Pleas, with notes, 1858.

Tripp's Forms and Precedents in the High Court of Chancery, with notes, 1858.

Greenwood's Manual of Practical Conveyancing, new edition, 1858.

C. H. PIDDINGTON, importer, George-street.

JUST PUBLISHED, price 5s. plain, 7s. 6d. coloured, Sydney Map, a large and carefully compiled Map of the Town of Sydney and its Environs, showing all the town and suburban allotments, with the names of the proprietors, also, a Map of the Water Gutters and the country adjacent thereon. Size of map 3 feet 10 inches x 1 foot 11 inches. JOHN R. SHERRIFF, bookseller and stationer, 336, George-street.

JUST PUBLISHED, price 1s., "New Tunes, and Sacred Recreations," a Lecture delivered at the Talent of Australia, on the 12th of August, 1858, by CHARLES HOYTE, Esq., M.R.C.S., L.A.C., &c. J. R. CLARKE, publisher, George-street, Sydney.

THE SYDNEY DISPATCH, Supplement to the Quarterly COURIER, news agent, 55, George-street South.

MELBOURNE HERALD, Tuesday, Thursday, and Saturday. Agent, R. Hassell. N.B.—Subscriptions and advertisements received.

NOTICE.—Whereas a brown Colt, white star on forehead, branded K on near shoulder, bind foot white, the property of the Subscriber, a dark bay mare, branded PH on off shoulder, and K on near jaw, have been trespassing on my land since the 23rd of August, I hereby give notice that unless they are removed, and expenses paid, within twenty-one days from this date, they will be sold to defray the same. LAURENCE HARDY, Spring Valley, near Appin, September, 1858.

ALL GOODS sold by me upon D. Ramsay, Esq., will be strictly accounted for, and be being refunded to Mr. J. McNEVIN, Sydney. FREDERIC WEBBER.

FARRINGDON, by Alexandra, ex Constantine, just opened. MOSS, 27, Hunter-street.

NEW GOODS in Soaps, Perfumery, Dance Music, and all established favourites. MOSS, Hunter-street.

FITZROY DIGGINGS.—Sun-dial Compasses, Microscopes, burning-glasses, gardies. MOSS, Hunter-st.

MOLLY ASTHORN Waltz, by M. Cellier, M.M. 19th regiment, 3s. MOSS, 327, George-street.

CHARADES.—A new feature in the Band of Hope Journal. Only 2s. 6d. per quarter.

£ S. D., sketch IV.: Aunt Alice, a Story of Sydney Life; in the Band of Hope Journal.

THE WHOLESALE PRODUCE MARKET now published in the Band of Hope Journal, 300, Pitt-st.

PHRENOLOGY.—Mrs. HEEN, Practical Phrenologist, 88, Elizabeth-street South, respectfully acquaints her friends and the public generally that she purposes going into the country in a few weeks and therefore engagements to those who desire Phrenological Examinations to call as early as convenient.

PATENT STEAM SEWING MACHINE, Colonial Manufactory, 190, George-street.—J. HURNEIN and CO. can make any quantity of four bags, on the shortest notice, cheaper than by hand labour.

LANDLORD AND TENANT.—To my friends and neighbours in Woolloomooloo and its vicinity.—Under the above heading a report of a case, "Bartholomew Liddy versus G. B. Becke," heard before the Central Police Court a few days ago, has been published by one of the weekly sporting Sydney newspapers, which report may tend to do me some injury in your estimation. I will, therefore, request your attention to a few facts connected with this affair. The rent due to me by Mr. Becke not having been duly paid, and a private account for wines, spirits, &c., supplied, and grocer's and butcher's bills paid for him by myself remaining unsettled, I served him with notice to quit, and announced that the house then occupied by him, selling my hotel, was to let. Some angry words therefore now occurred; and I exhibited an information against him at the Central Police Court for using threatening language. The Bench dismissed the case seemingly, on the ground that I had no case for complaint, really, as they believed, that Mr. Becke had du

PARLIAMENTARY PAPER.

GREAT NORTHERN ROAD.

(Report from Commissioner for Roads.)

REPORT to the Honorable the Secretary for Lands and Public Works, by Captain Martindale, R.E., Commissioner for Roads, &c., &c.

Department of Internal Communications,
25th September, 1858.

Sir,—I have the honour to submit, for the information of the Government, a report on the Great Northern Road, from the inspection of which I returned on the 4th instant.

By the schedule of the Main Roads Management Act, 21 Vic., No. 8, the Great Northern Road is defined as follows:—"From a point in Swan-street, in the town of Morpeth, one hundred yards easterly from the junction of George-street, via Maitland, Singleton, Muswellbrook, Scone, Murrurundi and Tamworth, to Armidale."

The total length thus included is not accurately known, but it is said to be from 230 to 236 miles.

This distance may be conveniently divided into two parts, the first extending from Morpeth to Doughboy Hollow, at the foot of the Dividing Range, or about 104 miles, and the second from Doughboy Hollow to Armidale, or about 132 miles. Along the first the general course of the road may be considered as determined; along the second part as undetermined. No portion of the road has ever been completely proclaimed as a main road in a legal manner.

To decide upon and mark out the exact course and width of the road where not yet defined, and to proclaim it according to law, are among the first things that should be done.

Between Morpeth and the Dividing Range it appears advisable to deviate as little as possible from the track or road at present in use; for, although a better line might in many instances be followed, avoiding numerous unnecessary ascents and descents, yet a considerable expenditure has been incurred in clearing and forming this portion of the road, and land has been purchased and buildings erected on the strength of vicinity to the high road.

Some deviations are, however, absolutely necessary.

1st. At Falbrook, to meet a bridge urgently required over that dangerous creek, and proposed to be erected as soon as the necessary funds can be obtained.

2nd. Near Musswellbrook, to avoid the long and unnecessary ascent and descent over the Black Hills, through sandstone rock cut into gullies by water, stiff yellow clay, and black soil.

3rd. At Warland's Range, up an abrupt spur of which the road now ascends with a gradient of 1 in 4½, having near the base a very sharp and dangerous turn round a creek, which is crossed by a rough timber bridge at right angles to the town.

This pass I found to be universally considered the worst on the whole Northern Road; it may be greatly and at once improved, at the small cost of £600, and I recommend this work should be immediately proceeded with.

4th. At the dividing range, the ascent up which to the Murrurundi Gap rises with a gradient in some parts of 1 in 5, and with sharp turns exceedingly dangerous to bullock teams.

Careful examination with instruments is desirable before the improvements so necessary at this pass are decided on.

5th. Some minor deviations are required, but they are not of sufficient importance to require special mention.

I may observe here, that the diversion at Falbrook will pass through the township of Camberwell; the position of its proposed streets should therefore be clearly marked upon the ground, and no more land should here be sold until the line of the main road is defined. Indeed, generally, it appears desirable that the streets of all the townships through which the road will probably pass should be so marked upon the ground as to be easily recognized.

There is nothing in the deviations required between Morpeth and the Dividing Range to prevent measures being immediately taken to mark out the exact course and width of this portion of the road where not yet defined, and subsequently to proclaim it.

A survey party should therefore be at once organised and employed, to obtain the information necessary to make a plan, longitudinal section, and book of reference of this length, starting from Morpeth; and as they advance they should lay out the width wherever the road does not pass between buildings or fences, and define it by unmistakeable and enduring marks.

The width of the road might be regulated as follows:—

1st. When the road passes between fences or buildings, the present width to be maintained.

2nd. When the road passes through alienated lands, and is not built or fenced in the width to be that reserved.

3rd. In all other cases the width to be that specified in 4 Wm. IV, No. 11, viz, 90 feet within three miles of towns, and 80 feet elsewhere.

4th. Should the width in any case between fences or buildings be less than one chain, each such case to be specially considered.

As the surveyors reach each point where a deviation is required, the present road and proposed deviation should both be surveyed, and plans of both routes submitted to the Government.

When the plans and books of reference of any considerable length of the road have been approved of by the Government, such lengths might be proclaimed without waiting for the remainder.

These measures will occasion no delay in the progress of the works for which funds are available for the present year: if at once commenced, they should by the beginning of the next year be so far advanced as to permit of the necessary works being undertaken upon a more extended scale than hitherto.

Indeed, there is a part of the present road, viz., that in the neighbourhood of Lochinvar, so utterly bad as to make the formation of it a matter of the most urgent necessity, and at the same time to render it a service beyond the funds at my command to execute; and I have, therefore, to submit that an additional sum of £1500 should be appropriated for this work.

It may be objected that the Great Northern Railway will, in all probability, reach Lochinvar in a few months, and very materially diminish the traffic upon the road; but, in the meantime, the latter must be used, and when the present Road Act was passed, the principle that the Government should not maintain a public road running parallel, or nearly parallel to the public railway, though discussed, was not assented to.

In the Appendix marked A will be found a detailed report upon the Great Northern Road, by the Assistant Engineer* for Roads, who accompanied me over it; I shall not therefore myself now submit any further remarks upon the present condition of the road, or upon the works required, between Morpeth and the dividing Range. I must however observe, that great credit is due to the surveyor of the Northern Road† for the manner in which he has availed himself of the materials at hand to form the road, and by which he has effected great improvements with small means.

Between Doughboy Hollow and Tamworth the traffic now travels by two distinct routes, running together however, as far as the Willow Tree, a distance of about 6 or 7 miles; from this point one track passes through Quirindi and over a low summit in the Currabubula Range,—the other by Wallabadah and Goonoo Goonoo to Tamworth.

The latter is the present mail road; and after having inspected both, I have no hesitation in giving it the preference—

1st. Because, although by no means level, yet the ground over which it passes is naturally more capable of sustaining traffic, and is far better provided with materials for road-making; the present track between Quirindi and Tamworth, a distance between 40 and 50 miles, being over level black soil, destitute of ballast or stone suitable for metal.

2nd. Because it is shorter, the distance between the Willow Tree and Tamworth being, according to best information that I could obtain, 56 miles by the Currabubula route, and 52 miles via Wallabadah; and this difference may be further increased by six or seven miles, by deviations to which I shall immediately draw attention.

Before quitting, however, the consideration of the Currabubla route, it should be mentioned that the present track to Breeza and the surrounding district, diverges from it about half way between the Willow Tree and Tamworth.

The road to Tamworth by Wallabadah after leaving Doughboy Hollow passes over the intervening hills by a rough, unformed, and circuitous route, with steep ascents and descents, and principally through black soil, to the Willow Tree and Loder's station; thence it ascends and follows for some miles the crest of a hill through equally bad ground, after which the character of the soil changes and the track becomes good to Wallabadah.

Between Wallabadah and Tamworth, a distance of about 37 miles, the road runs generally over a hard gravelly soil, forming an excellent natural road in dry weather, when not cut up by water running across it, and affording every facility for making a good road, for which abundant materials are at hand. There are, however, occasional patches of black alluvium, which becomes general towards Tamworth, the ground lying low and being sometimes flooded.

The first deviation proposed is from Doughboy Hollow by Chilcott's Creek, passing north to the Willow Tree, and also, if practicable, north of Loder's station into the present track, by which the heavy black hills between Doughboy Hollow and Berambil Creek will be avoided, and it is anticipated one or two miles saved in distance.

It must be observed, however, that the Yarra traffic comes into the present track about half-way between Doughboy Hollow and the Willow Tree.

The second deviation proposed is from Wallabadah to Goonoo Goonoo by the Wallabadah Gap and Sugar Loaf Hill, by which five or six miles will be saved, an indifferent part of the present road be avoided, and an excellent road be obtained.

The Assistant Engineer for Roads inspected this deviation while I was engaged upon the Currabubla Road, and I annex his report† recommending that it should be adopted.

While so doing, Mr. Bennett met with a severe accident by his horse falling with him; he was able, however, to travel on the following day.

During the few hours' delay thus occasioned, the surveyor of the Northern Road examined Chilcott's Creek, and verbally reported to me that he had formed a favourable opinion of the proposed deviation.

Both this, however, and the Sugar Loaf Line, must be carefully surveyed and compared with the present route, before the adoption of either is decided upon.

The papers relative to the bridge over the Peel having been referred to me before leaving Sydney, I made when at Tamworth a careful examination of the river banks and neighbourhood; and I recommend the bridge should be built immediately above the present foot bridge.

The plans and estimate for this work will be shortly submitted for final approval, after which it can be at once proceeded with.

Between Tamworth and the summit of the Moonbies Pass, a distance of about 18 miles, no material deviation is required. The road traverses a firm hard soil, changing abruptly after 10 miles from sandstone to granite, and is good until within about four miles of the summit, when it becomes rugged and much water-worn.

The ascent up the Moonbies Range was as steep and difficult a track as it is possible to suppose could be overcome by loaded vehicles. It has been very judiciously improved at a small cost by Mr. Collett; and I have directed that officer to proceed at once with the works still urgently required, as rapidly as the means I am able to place at his disposal will permit.

It is proposed to avoid the treacherous swamps between the Moonbies Pass and Bendemeer, by following a ridge to their west.

From Bendemeer two tracks exist to Armidale—the one by Salisbury Plains, the other by Uralla. After having travelled over both, I consider the latter preferable, and I have reason to believe it may be considerably improved by deviations.

Both routes, however, should be carefully surveyed before either is decided on.

I recommend, therefore, that two parties of surveyors should be at once organised and employed—the one to start from Doughboy Hollow the other from Tamworth, to perform duties similar to those already detailed in this Report. In the meantime no expenditure should be incurred upon this half of the Great Northern Road beyond that necessary to keep open the traffic, and remove such obstacles as materially impede it and as can be removed at a small expense.

As soon, however, as any portion of the road is proclaimed, vigorous and systematic measures should be adopted to clear, form, and maintain it.

The principles that should guide the public expenditure upon the main roads are—

1st. A road thoroughly sufficient for the traffic should be made at the public expense throughout each district.

2nd. Once made, the road should be maintained by the traffic upon it, or by local rates.

3rd. The more rapidly a good road is made the less will be the cost to the public.

4th. The funds to form such a road should be raised by loan if necessary.

5th. The interest due upon the loan should be defrayed from the Consolidated Revenue.

6th. The loan should be repaid from the funds derived from the sale of Crown lands along the line of road.

Such a road should be formed between Morpeth and Armidale within two years.

The system under which the main roads should be formed and maintained is—

1st. To reduce day labour to a minimum.

2nd. To obtain large contracts for clearing and forming the road as proclaimed, under Government direction and supervision.

3rd. To let the maintenance of the entire road, or of as large portions as practicable, to one contractor for a term of years, the contractor levying and receiving the tolls fixed by the Government.

My recent tour in the north leaves no doubt upon my mind that parties would there be found competent and willing to undertake such contracts.

The results of the system would be—

1st. Government supervision, and therefore the public expenditure for such supervision would be reduced to a minimum.

2nd. The work would be both better and more economically done by large contracts.

3rd. The road being sooner formed, the public would the sooner obtain the comfort and indirect advantages arising from its formation.

4th. The loss arising from the employment of toll-gate keepers would be reduced to a minimum, as the contractors would, no doubt, make arrangements that the wives or children should attend to the gates, while the husbands superintended portions of the road.

An immense difference would be made in the safety of the journey, and in the time occupied in travelling between Morpeth and Armidale were the road even merely cleared throughout and the creeks and rivers made passable.

At present long circuits are constantly made to obtain a crossing, often difficult at best, over the steep and sidling banks of the creeks, which very ordinary bridges of simple and inexpensive construction would in general obviate. Nothing, perhaps, is more required than these upon the road—nothing would more facilitate the traffic.

At Singleton, the Hunter flows between wide banks, and the traffic, when the river is in flood, is often delayed for days together. A bridge should be erected in connection with the railway.

At Aberdeen the main road again crosses the Hunter by a good ford; but to perfect the road and provide against floods a bridge is also required here. In the meantime a punt might be supplied at a cost of about £300.

The main road passes through the Page three times; at one of these crossings a bridge of some length will be wanted.

The ford over the Macdonald at Bendemeer is rough and deep. A memorial has been presented by the inhabitants praying for a bridge, and I propose submitting the necessary plans and estimates shortly.

Should the Government approve of the suggestions contained in this report, the survey parties cannot be despatched too early.

The measures necessary for their supervision, and for that of the works, should the system I have recommended be carried out, are matters of detail that can be arranged hereafter.

I would suggest, however, to the Government, that arrangements should if possible be made to leave the maintenance of the road between Morpeth and the toll-bar on Campbell's Hill, which has hitherto been under the Maitland Road Trust, in the hands of the local authorities. Forming, as the Great Northern Road here does, part of the towns of Morpeth, East Maitland, and West Maitland, it appears more natural, and would probably be more satisfactory, that the control of this portion of it should rest with those so much interested in it, and who, being on the spot, could constantly give it close supervision.

In the observations I have submitted to the Government, I have not been unmindful that the Northern Districts naturally look to the extension of the railway as their ultimate main road; but under the most favourable circumstances this must be a work of some years, and I see no reason why in the meantime the condition of the Great Northern Road should not, by a moderate expenditure, be rendered such as to admit, by night as well as by day, of easy, safe, and rapid intercommunication.

I have, &c.,

B. H. MARTINDALE.

* Mr. Bennett, C.E.
† Mr. Collett

APPENDIX A.

DETAILED REPORT ON THE MAIN NORTHERN ROAD.

The main Northern Road commences in the town of Morpeth, and extends to Armidale.

It may be subdivided into three portions:—

1st. From Morpeth to Black Creek, 20 miles; lately in charge of the Maitland Road Trust.

2nd. From Black Creek to the Gap of Murrurundi, 83 miles, under the care of the surveyor of the Northern Road.

3rd. From the Gap to Armidale, 133 miles, which has had no regular surveillance.

‡ Appendix B.

1ST DIVISION.—MORPETH TO BLACK CREEK.

Through the town of Morpeth the road, though rough, is hard; thence to the Morpeth toll-gate the road, six months since, received a covering of soft sandstone, but now requires slight repair.

From the toll-bar to East Maitland railway bridge the road is worn into ruts, and the drainage destroyed; it requires immediate and thorough repair.

From East to West Maitland, and through both towns, the road is generally in good order, well shaped, and hard; it will require maintenance. The floor of the Victoria Bridge has been recently covered with rough slabbing, the jolting of heavy vehicles over which will tend very much to injure the framing of the bridge if the slabs are not covered with gravel, or taken up and replaced by planks. Materials for ballast and metal are abundant, and close to the road.

From West Maitland to three-quarters of a mile beyond Campbell's toll-bar the road is in pretty fair order, and superior metal is available from the trap-dyke at the hospital; thence to the junction of the Wollombi road is wide and unformed.

From the junction of the Wollombi Road to Spread Eagle Flat the road is over heavy yellow clay, more than 14 chains wide, with the drains on the extreme margin, having large lumps of stone in the centre, and being greatly cut up at the sides.

At Spread Eagle Flat is the commencement of the worst piece of road between Morpeth and Armidale, extending over a distance of two miles to near Lochinvar, over a flat of heavy yellow clay and black alluvium, without perceptible fall in any direction, or any available outlet for drainage. The first mile of this is now under repair by the Maitland Road Trust. The new road is formed by soft sandstone ballast, covered with nine inches of gravel, the surface is very rough, not sufficiently rounded, and the entire too low to have proper fall for the lateral drainage: at the end of this contract is a piece of log road 24 feet wide, of very rude construction; the remainder of this flat is impassable when the weather is at all wet, and the traffic goes over the cut-turn through the bush. Repair is more urgently required on this piece than on any part of the entire road.

At the base of Lochinvar Hill is a quarter of a mile of road through equally bad black alluvium, but it is judiciously formed, and, though made three years since, only requires general repair.

The ascent and descent of Lochinvar Hill are both bad—over black alluvium and yellow clay; an intercepting drain required. Five chains of thorough repair and three culverts are urgently required on this part of the road.

Close to the village of Lochinvar is a mile of undulating road over sandy clay, requiring thorough forming, ballasting, and draining; the available material is blue metal.

At Harper's Hill Flat are twenty-five chains of a road over heavy yellow clay and black alluvium, which is most dangerous and nearly impassable in wet; one culvert is to be rebuilt, a bridge repaired, and the road formed, at an estimated cost of £150.

The ascent of Harper's Hill is in fair order, and well provided with stone culverts, built by the ironed gangs.

At Oswald's Inn, on the descent from Harper's Hill, there are fifteen chains of very bad road, through heavy black soil, to be immediately repaired.

At Little Harper's Hill the road is bad, through sand and yellow clay, but never impassable; a plank road would be the most advisable remedy.

At Greta is rather a flat heavy sand enclosed by fences, known as the Sailor's—a plank road might also be advisable here, as iron bark is abundant.

From Greta to Anvil Creek is wide and unformed, over sandy clay with gravel surface,—at present requiring only drainage.

The abutments of the bridge at Anvil Creek require to be defended with sheet piling, as the floods last year have scoured the bottom of the river seven feet deeper than the foundations.

From Anvil to Black Creek the road is wide and flat, and a portion, known as Wyndham's Road, is very bad in wet weather.

On this division the immediate repairs required are the flat at the end of Nixon's contract, the Harper Hill Flat, the black soil at Oswald's Inn, and the Anvil Creek Bridge. Next year portions at the junction of Wollombi Road, the Lochinvar Hill, and remainder of Little Harper's Hill will require attention; but any very heavy outlay on this part of the road might be objectionable, as it will be entirely superseded by the Railway in a few months.

2ND DIVISION.—BLACK CREEK TO MURRURUNDI.

At Black Creek a bridge built by the road surveyor has been swept away; it would probably cost £1000 to replace it, the expenditure of which would be injudicious, as the railway will be to Black Creek in a short time.

From Black Creek to Singleton the road is generally in very fair order; a narrow track from 12 to 16 feet in width of gravel ballast, nine inches thick, with numerous culverts and side drains, has been formed by the road surveyor; several minor bridges of logs have also been constructed.

Near Singleton, on Patrick's Plains, there are at intervals about two miles of heavy sand, which the surveyor has been instructed to clay and ballast. This with a few necessary repairs will put the road as far as Singleton in good order. The streets in Singleton are also very good, being ballasted in a similar way for the entire width.

The crossing of the Hunter at Singleton is frequently interrupted by floods; but as a bridge here would be a most expensive construction, it is not proposed to take any steps towards its erection until the railway design is completed.

Singleton to Barlow's Hill is a narrow ballast road between fences. The ascent and summit of Barlow's Hill require ballasting for 1¼ mile; at 3¾ miles from Singleton is Rix's Creek, which must ultimately be bridged.

The ascent from Rix's Creek requires more ballast. From Wiseman's Gully to Falbrook is in fair order, requiring ballast from Nolan's fences. The great defect between Singleton and Falbrook is that the road passes over all the minor summits on the ridge instead of contouring round their bases; but as the road is formed, and nothing decidedly objectionable, it does not seem advisable to alter it.

At Falbrook it was proposed to construct a causeway at the present wide crossing-place; but as a most advantageous site for a bridge exists a short distance down stream, trial pits have been sunk, and transverse sections made, with a view to the preparation of a design for a bridge above the flood level, and in the line of one of the streets of Camberwell.

Thence to Foy Brook the road is ballasted and in fair order; a bridge will ultimately be required there.

At Ravensworth, Mr. Collett diverted the road from the summit round the side of the hill, which is an improvement. This has not yet been ballasted, but should be as soon as possible. Near Liddell is 1¼ mile of road very soft and bad; wants ballasting and drainage. At Chain of Ponds is a rude bridge, with inclined platform 36 feet span.

The road near Liddell requires ballasting for some distance; at Lagoon Flat is a very bad portion, 400 yards in length, requiring immediate repair. At Leaning's Bridge the road is very rough, and exceedingly weak; wants ballast. At Appletree Flat a bridge is required 50 feet span; along the bank of Saltwater Creek to foot of Grasstree Hill the road is very sandy and heavy, but rather better in wet; two bridges will be required across creeks now logged, and for this portion about 1½ mile of ballasting at intervals.

At the foot of Grasstree Hill a very good bridge has been erected by the road surveyor, at a cost of £170; some improvement has been made in the lower ascent, which is now in fair order, the upper portion of the ascent is unformed, with an intercepting drain, and being over yellow clay, is evidently very bad in wet weather. This is the first serious difficulty on the road, and some attention must be devoted to improve its inclination and surface.

From Grasstree to Pig Holes Hill the road runs along the ridge, and will require forming and ballasting; near the Pig Holes Hill a change in the direction of the road is proposed, turning off to the right to avoid the unnecessary ascent and descent of the Pig Holes and Black Hills, and the very bad rock and yellow clay of the former, and black soil of the latter; the deviation will have an uniform fall, and pass over good ground; it is about two miles in length.

One mile over the flat near Little Muswellbrook will require forming, draining, and ballasting. The bridge at Muswellbrook is an old structure; the foundations are being undermined; the surveyor was directed to take measures for securing them.

From Muswellbrook to Sandy Creek, two miles, the road is undulating over clay soil; has been formed and drained; requires ballasting.

At Sandy Creek a bridge is much required, as the mail is frequently stopped; there is not much driftwood, bottom of creek is sandy, and ironbark abundant.

The flats of St. Hilliers, two miles long, want forming and ballasting, the culverts are built; this must be executed next summer at latest, as it is a very bad part of the road.

At Dartmouth Hill a piece of road has been marked out ready to commence when funds are allocated. Thence to Aberdeen the road generally wants forming, draining, and metalling; at Lynch's Gully is a very bad black unformed flat.

The proper entrance to the town of Aberdeen is through Macquarie-street; at present the road makes a detour to the right, to avoid a gully at the intersection of St. Andrew-street. The surveyor has been instructed to bridge this gully, and form the road in its proper direction.

Opposite Grundy's Inn is another difficulty, where the present road runs through an allotment which has been alienated, the legal road being over very bad ground.

The Hunter at Aberdeen is 410 feet in width, at the present crossing-place; its floods frequently interrupt transit, and as a bridge is for the present too expensive, and no boat provided, a small punt should be purchased, at a probable expense of £300.

From Aberdeen to Scone the road is almost level, through black alluvial flats, with only one hill, Mount Ararat, 2¼ miles from Aberdeen; it is intended to bring the road to the west side of this hill, the surface being so much harder than the black soil it at present passes over. For five miles the road is unformed and undrained, but was cleared of timber by the road surveyor last year.

From Mr. Dangar's gate to St. Aubins the road is very bad, but formed and drained, requiring ballast. St. Aubins to Scone one mile has been lately ballasted, but is not yet consolidated.

At Scone the direction of the road through the north end of the town is yet unsettled, as there is some objection to passing through allotments; for three-quarters of a mile is a narrow ballast causeway, through a very bad black flat; then, for some distance, a similar soil traversed by waterworn gullies, undrained and unformed. At Two-mile Creek a bridge required, estimated at £80. Thence to Highland Home at intervals a considerable length of road has been formed and ballasted, and several bad creeks cut down and paved; there is yet much black alluvial soil unballasted, and some few short abrupt pinches at hills and creeks yet to be improved; at Forsytho's fences ballasting is much wanted, the traffic being there restricted to the breadth of the road.

Near the village of Wingen the road has been formed and ballasted through Raglan-street; the road still requires forming and draining.

The Highland Home Creek, which was very deep, has been cut down.

North of the Highland Home Creek the men were engaged forming a new road; at Belland's a new and good bridge; but there is a very bad piece of road between fences, which requires ballasting.

At Brimstone Creek the road has been lately drained, and requires ballasting.

At Dangar Creek a bridge of 1—40 feet and 2—15 feet spans, is required; thence to foot of Warland's Range the road has been cleared, fenced, and drained.

Warland's Range is the most serious impediment to traffic on the entire road; the present route ascends the abrupt end of a spur, with a sharp incline of 1 in 4½, with a most acute and dangerous bend over a creek at the base, which is crossed by a rude timber causeway at right angles to the direction of the steep incline.

It is proposed to gain some height before coming to the spur by creeping up a lateral range, and crossing a creek to the main spur, with a high level bridge, and then to wind up the left side, changing at plateau to the right, winding into a cutting made on a secondary summit. After passing this summit is a narrow natural causeway, with a very steep ascent, which it has been proposed to avoid by keeping to the right down the valley, coming on to the road half a mile further on; but it is considered more advisable to embank on this natural bridge, and by diverging half way-up to reduce the upper slope considerably.

The easing of this ascent is one of the most necessary works on the entire road. It is of no use whatever doing any work north of this point until its improvement is effected. The sooner this is effected the better, as water is very scarce on the ground.

From the top of the range, for one mile, the descent should be formed and ballasted; the route then passes through a soft flat, with a piece of slab road, which cost 25s. per running yard, and crosses the River Page, where a bridge will ultimately be required—the mail and four horses having been swept away some time ago. The road crosses the Page three times before reaching Murrurundi.

At the village of Blandford there is some dispute about the direction of the road. The portion done under the grant for Warland's Flat commences there, extending towards Murrurundi for two miles; it is now a very good road, but appears to have been a deep swamp, without an outlet for drainage. The road was made by continuing to pour in ballast until a surface was formed, and even now it requires constant renewal; the gravel is in some places eighteen inches deep; there are two miles of this road, nine culverts, three platforms, the entire costing £900.

At Sutherland's Creek a bridge is required, thence the road is not very good to Drew's Inn, from which there is a very smooth, hard, and good road to Haydenton, consisting of two feet deep of ballast laid down two years since.

At Haydenton is the third crossing of the Page. A bridge is required as the river severs court-house, &c., from the town. The flood range is but few feet; the span would be 120 feet, and the approximate cost £1200. The road through Murrurundi has been formed and ballasted, but requires another coating. A small bridge required in town.

From Murrurundi to Belland Bridge No. 2 the road is fenced in, surface hard, but in a state of nature, quite uncleared, &c.

This bridge was nearly taken away by floods; and as a diversion is proposed which will avoid it, the rebuilding might be delayed. Before coming to the Deep or Station Creek a considerable deviation has been decided on; a high rocky place, suitable for a bridge has been selected for crossing the creek, and the road is to be brought to it. A short distance further on commences the ascent to the Gap of Murrurundi.

Next to Warland's Range this is the great obstruction to traffic on the road. The steepest inclination is at present one in five, on a new piece of road near the summit. To attain even this, considerable excavation was necessary; and it cannot well be avoided without immense outlay in changing the whole course of the road to the left side of the ravine. The proposal of the road surveyor, to ascend the spur on right or present road and cut fourteen feet at the summit of the ridge, would not improve the inclination of the worst pinches, and ought not to be adopted without an instrumental examination of the ravine to the left.

The entire road under the direct control of the surveyor, from Black Creek to the Gap, is in comparatively good order. The ascents of Grasstree Hill, Warland's and Liverpool Ranges, are the great natural impediments. The two crossings of the Hunter, three of the Page, of Falbrook, and of Black Creek, are the principal points where heavy bridges are required, and the flats at or near Liddell, Muswellbrook, and St. Hilliers, and between Aberdeen and Scone, are the worst points in wet weather. It is proposed at once to alter the ascent to Warland's Range, to build a bridge at Falbrook, and several small bridges, and to proceed with the draining, forming, and ballasting, as far as the funds will permit.

Surveys will be required to determine the best line near Muswellbrook, and the road must be determined and accurately marked out with reference to the streets in Aberdeen, Scone, and Wingen, as well as from Murrurundi to the Gap.

3RD DIVISION.—FROM LIVERPOOL GAP TO ARMIDALE.

In the third and largest division of the Great Northern Road; it is about 133 miles in length, and may be subdivided into two sections, from the Gap to Tamworth, about 62 miles, and thence to Armidale, 71 miles.

No portion of this road has as yet been properly proclaimed or laid out, but it seems to follow the old bullock track from station to station; it has not been in any responsible charge, but some desultory improvements, under special grants, have been executed by the surveyor of the Northern Road.

The descent from the Gap of Murrurundi is still very steep, but has been improved, the funds having been allocated from the Doughboy grant.

At the village of Doughboy the streets do not coincide with the direction of the road. The ascent of the Doughboy, Gravestones, or Conical Hill commences here; this hill is most objectionable, the ascent and descent being both very steep, and over bad black soil; some works have been executed to improve it, but without much success.

The descent to Berambil Creek is unformed, heavy, and very circuitous.

An alteration has been proposed from Doughboy to Berambil, down Chilcott's Creek, which the road surveyor reports would be a most decided improvement, avoiding Doughboy Hill.

From Berambil Creek to the Willow-tree, five miles is across a black alluvial flat, evidently very bad in wet.

From the Willow-tree there are two roads at present in use to Tamworth, one to the westward by Quirindi and Currabubla, the other via Cooper Creek, Wallabadah, and Goonoo Goonoo; the latter is the mail road. The road by Currabubla is fifty-six miles in length; by Wallabadah, fifty-two miles; the former has a great part of the distance, is through the worst possible black soil. The latter is shorter and better, but still susceptible of great improvement.

Very many routes have been suggested from Doughboy to Wallabadah—a detailed instrumental examination only can determine the best.

From Wallabadah the best route will be found to be an intermediate one, passing close to the east of the Sugar-loaf Hill; this has been the subject of a detailed report, in which it is stated that a probable expenditure of £3000 will be required to make it passable—when a distance of five or six miles will be saved, and the road much improved.

On the existing line via Wallabadah there are several pieces of bad black alluvium and steep pinches—good ballast is scarce—and there are numerous creeks difficult to cross, the worst of which is the Yellow Woman's Gully, the descent to which has been lately improved by the road surveyor.

At 13 miles from Wallabadah the road comes close to the Goonoo Goonoo Creek, and continues along its left bank to the village site of Goonoo Goonoo, where the proposed new road comes in.

Thence to Tamworth the road continues along the Goonoo Goonoo Creek—the first half very good and hard natural surface; remainder generally over flat alluvial intersected with watercourses, and occasionally flooded.

At Tamworth the road makes a detour of nearly a mile; but as the present is the most advisable point to cross the Peel Valley, no change is recommended.

A bridge has been erected over the Goonoo Goonoo Creek, at Tamworth, and there has been considerable correspondence about a carriage bridge over the Peel, which at present has a bullock chain suspension foot bridge. The proper site has been the subject of much discussion, but the bridge, for many and cogent reasons, should be erected close up-stream of the present foot bridge.

The expenditure on this part of the road should be kept as low as possible, and the works confined merely to the removing or easing impassable obstructions, until the line of road is finally determined on; when the first operation should be the clearing. It will be necessary to have the entire country from the Gap to Tamworth thoroughly examined, and the two or three best lines surveyed and sectioned, to enable a proper determination to be arrived at.

The road out of Tamworth is not yet accurately defined with respect to the direction of the street; thence for some miles it is in very fair order, running along the alluvial banks of the Bonparra in the bed of which is abundance of good ballast. There are some small bridges, one quite new, another in bad order, the immediate repair of which was directed; at about eight miles from Tamworth is a dangerous sidling, where the range encroaches on the river valley; this should at once be put in order; it would cost about £150.

Ten miles from Tamworth the character of the formation changes to granite and igneous rock. The road surface, consisting of decomposed granite, is hard, but water-furrowed requiring only judicious drainage to make a first-class road; there are some creeks to be bridged.

At M'Gill's, near the village of Moonbies, the old road has been fenced in, and there is a very bad creek, requiring a bridge; thence to the foot of the Moonbies Range the road is undulating, but hard; some culverts and drainage have been executed under a special grant, but there is still great room for improvement, particularly at one bad sidling close to the range, the work of which would cost £150.

At the Moonbies, the road up the first declivity has been abandoned, and a new and much easier ascent made by the road surveyor. The commissioner noted out a means of further improvement by lengthening the base, and reducing the inclination to 1 in 9 from 1 in 5 and 1 in 7, to be carried out as funds permit. The surface of the steep incline should be at once metalled.

Thence to the upper ascent is an interval of 1¼ mile of undulating granite road; the old ascent of the Upper Moonbies has also been abandoned, and a new one made by the road surveyor.

From the top of the Moonbies to Bendemeer it is proposed to carry the road along a ridge to the west of the present track, avoiding Poison Swamp and Mr. Perry's ground; it will be advisable to decide on the merits of this as soon as possible, as Mr. Perry is about to fence in his land.

At Bendemeer a bridge will be required across the Macdonald; a punt has been applied for, but the cost of a bridge will not be more than double the expense of a punt and its maintenance.

The span will require to be about 100 feet, and the position is a most favourable one; it will however interfere, to some extent, with the street arrangements, and with private property.

From Bendemeer to Armidale many changes have been proposed in the roads; at present there are two routes, one by Kentucky Ponds and Uralla, the other by Salisbury Plains; a modification of the Uralla route it is considered will be the most advisable, especially on account of the rising township and valuable gold-field there.

From Bendemeer to Carlyle Gully is common to both routes; the road generally follows the top of a range, is hard, but crossed by some bad creeks; the descent to Rocky Gully is very rough, and the passage of creek at Nine Mile Point also circuitous and bad.

Thence to Uralla the road is very indefinite, has several bad creeks and pinches, and crosses a considerable length of black swamp at Kentucky, which might be avoided. Near Uralla the road is on a ridge, and rather better.

From Uralla to Armidale, fourteen miles, this road is broken and bad; crosses some bad creeks, and passes through a considerable length of black soil close to Armidale, through the suburban lots of which the road has not yet been defined.

The direction of the road generally, from Tamworth as far as the top of the Moonbies, will not require much attention; so that the sidelings at nine miles, and at the range, should be at once put in order; and whatever funds are available, devoted to the improvement of the Moonbies ascent. The Bendemeer bridge might be at once constructed; but the route generally from the top of the Moonbies, via Bendemeer and Uralla to Armidale, should be closely examined, surveyed, and sectioned, before determing on the line; in the interim anything really dangerous on the road might be improved, as at the Rocky Creek and Collett's Nine Mile Point, the expense of which would not exceed £150.

WILLIAM C. BENNETT, Assistant Engineer for Roads.
Captain Martindale, R. E., Commissioner for Roads, &c., &c.
7th September.

APPENDIX B.

Singleton, 2nd September.

Sir,—As directed by you, I left Tamworth on the 30th ultimo and proceeded by mail to Goonoo Goonoo; thence riding over the country to Wallabadah, in a direction nearly due south of Goonoo Goonoo, passing by the east base of the Sugar Loaf hill, through the Wallabadah Gap, to that village.

For the first eight miles the route is nearly level, over hard ground; the ascent then to the Sugar Loaf is gentle; from the Sugar Loaf the route passes through a valley intersected by several gullies not difficult to cross, and then has an easy ascent to the Wallabadah Gap, the passage of which is the great difficulty, and but for which the road would have been in use long since. It is a narrow rocky gorge, with steep sides, and a creek in the bottom. Side cutting in rock, about eight or nine feet in depth, will be required for a distance of ten or twelve chains; thence to the village there are no difficulties, the road passing through open forest land.

With an expenditure of about £3000, on clearing, side cutting, and four bridges, the route can be made far superior to either of the lines now used. There is little, if any, black soil; no part liable to flood; the inclinations not worse than on the present line; and the distance about 17 or 18, instead of 23 miles.

I have, therefore, no hesitation in recommending its adoption as the future main road to the north; but, of course, a detailed instrumental examination of the country will be required previous to the exact line being determined.

I have, &c.,

WILLIAM C. BENNETT,
Assistant Engineer for Roads,
Captain Martindale, R.E., Commissioner for Roads.

THE EFFECTS OF THE RAINS.—The river, which was subsiding on Wednesday, commenced rising again that night, doubtless when some of the more distant waters began to come down, and continued steadily rising till Thursday night, the highest point reached being about twelve or thirteen feet above high water mark. The absence of strong current, or large timber, with the previous news that the rain up the country had dwindled into drizzling showers, prevented any general fear of a flood, or the vivid impressions of the great floods of 1857 would no doubt have been revived. Yesterday the river was slowly subsiding again. The weather has become warm and sunny, with a pleasant breeze. The railway line has been soon put to rights again, and on Thursday and yesterday the trains ran as usual. Yesterday morning we heard that the pressure of the water from the high fresh, flowing up Wallis's Creek, had burst in the flood-gate at Louth Park once more. At other points of the low lands around, the sheets of water caused by the drainage from the hills are slowly being absorbed.—*Maitland Mercury.*

GOULBURN CIRCUIT COURT.

(Abridged from the Goulburn Papers of Wednesday.)

CIVIL SIDE.

SATURDAY, OCTOBER 2.

BEFORE his Honor the Chief Justice and a jury of four.

GALVIN V. BARDWELL.—This was an action for false imprisonment; the damages were laid at £1000. Counsel for the plaintiff, Mr. Blake; attorney, Mr. Allman. For defendant, Mr. Butler; attorney, Mr. Walsh. The plaintiff in this action, and his son, had been committed for trial, for cattle-stealing, on a charge preferred against them by the defendant. They were tried at the Circuit Court held at Goulburn in March, 1857, and acquitted. It was alleged, on the part of the plaintiff, that the prosecution was a malicious one, and hence the present action. The plaintiff was examined in support of his action, as were also Thomas Gelling, Mrs. Galvin, George Galvin, junior, (the son who was charged with cattle-stealing by the defendant conjointly with the father,) and Mr. F. A. Tompson. The tenor of the evidence was to show that no reasonable ground could exist in defendant's mind to justify his preferring such a charge against plaintiff. Mr. Butler addressed the jury for the defence, but called no witnesses. Verdict for plaintiff; damages £500.

MONDAY, OCTOBER 4.

DE ST. CROIX V. COLLINS.—This was an action arising out of a building contract, for a balance of £232 18s. 10d., alleged to be due. Mr. Butler appeared for the plaintiff; attorney, Mr. Deniehy (Doak). For the defendant, Mr. Blake; attorney, Mr. Walsh. On the case being called, Mr. Butler said it had been agreed that the case should be submitted to arbitration. Mr. Blake expressed the assent of the defendant. The arbitrator for the plaintiff was Mr. W. Carson; for the defendant, Mr. W. A. Adams; third party chosen, Mr. W. Davies; the reference to be made to the three, and a verdict of two to be taken. By direction of the Judge, a verdict was ordered to be entered to stand generally for the plaintiff, if the arbitrators found any sum due to him; and to be entered for the defendant in case they found nothing due to plaintiff.

BROWN V. RICHARDSON.—This was an action for wages; the amount claimed was £58 10s. For the plaintiff, Mr. Butler; attorney, Mr. Deniehy. For the defendant, Mr. Blake; attorney, Mr

INDIA.

THE Calcutta correspondent of the *Times*, writing from that city, under date 18th May, says:—

The insurrection has assumed a new phase, which, if less dangerous to the empire, is most embarrassing to newspaper correspondents. There is no longer a war in the European sense of the word, no central point on which the mind can rest as the one from which results, and consequently intelligence, are to be expected. Instead of one great campaign there are six little campaigns all going on at once, each attended with small successes and petty reverses, and each tending in some infinitesimal degree to the main object, the pacification of the country. The best mode, perhaps, of recording our progress is to sketch briefly the operations and position of the flying columns now in motion through the country. The most important of these, the column under General Walpole, has been wending its way towards Bareilly. Shortly after the mishap at Roowah it was joined by the Commander-in-Chief, who entered Shahjehanpore without a battle, the enemy evacuating the town. Leaving a wing of her Majesty's 82nd, and half De Kantzow's Horse, to garrison the place, his Excellency pressed on towards Bareilly. The enemy, whose information is usually speedy, and from their ramified social connexions must always be accurate, heard that Shahjehanpore was but indifferently guarded. The force at Mahumdee, therefore, reported officially as 12,000 strong, with 12 guns, by a rapid march surprised De Kantzow's Horse, cut up an outlying picket, drove the Europeans into the gaol—the only fortified building at hand—and seized the town. There they proceeded to harass, and, according to one account, to execute such of the townspeople as they conceived or fancied had submitted willingly, varying the excitement by an attack on the gaol, which was repulsed with loss. Meanwhile the Commander-in-Chief on the 6th drove the enemy posted outside the town into the city. The fighting is said to have been sharp, but we have few particulars, and your special correspondent, if he has recovered from his accident, will supply all detail's. Next day the city itself was carried and by the 8th the Mahomedans had fled, and the city, and with it the control of Rohilcund, was in our hands. The Commander-in-Chief, moreover, in accordance with arrangements long since made and carried out with the steady precision which he has contrived to impress upon his subordinates, received considerable reinforcements. Column No. 2, under Brigadier Jones, who when I last wrote was at Moradabad, reached Bareilly just in time to assist in its reduction. Two days previous column No. 3, under Brigadier Penny, had reached him from Budaon. Unfortunately, that officer, with the quiet recklessness which is as peculiar to the British officer as his contempt for tactics, rode with his staff at the head of his advanced guard. They were marching as usual, before daybreak, near Kuchrowlee, a little place in the Budaon district, when a shower of grape checked the advance. Brigadier Penny was killed on the spot, and the Carabineers, who formed the advanced guard, charged the gun. Behind it was a ditch filled with Ghazees, Mussulman fanatics: and Captains Forster, Eckford, and Davies, were severely wounded. The ditch cleared, the column proceeded, and, as I said, arrived in time, but Brigadier Penny is a sad loss. It is believed that the majority of the fugitives have made for Bareitch, the north-eastern corner of Oude, and still exclusively in the hands of rebels. The Nana, however, with his cavalry, has disappeared, and is supposed to have succeeded in making his way into Etawah, where a large body of cavalry is just now worrying Mr. Hume.

Some apprehension is entertained that the rebels in Bareitch may once more attempt to seize Lucknow. The garrison of that city, originally 8000 men, contributed part of the column with Lugard, and the whole of the column which, under Sir H. Grant, has proceeded to relieve Colonel Rowcroft, who with a very insufficient force is watching the great body of sepoys and rabble still collected in Fyzabad. If this body and the Bareitch rebels marched simultaneously on the city, Mr. Montgomery might have to sustain the third siege of Lucknow. On the 10th of May a very large body of troops, with infantry, cavalry, and artillery, were within seven miles of the city, which contained just 2000 effective Europeans and the Volunteer Cavalry. They will hardly, however, venture on an attack. The people, it is believed, will aid them no more. Mr. Montgomery's acceptance of the zemindaree system has conciliated the landholders, who have come in in numbers, and without them the peasantry will not stir. The city itself is being improved, and the inhabitants warned that, after a fixed date, their houses, unless they reoccupy them, will become the property of the State. I need scarcely say the stories of the intended destruction of Lucknow are all ridiculous. Nobody ever desired to throw away property worth some millions sterling, and which we can never replace. Even the dismantling of Delhi, though Mr. Moravia has been appointed to execute it, meets with strong opposition; Sir John Lawrence, backed by a strong section of the Press, remonstrating against such waste of power.

Turning westwards, I left Sir Hugh Rose with his two brigades halting at Poonah, on the road to Calpee, apparently for ammunition. During the halt a little force was sent out, to reduce a petty fort named Lohanee, some eight miles to the west, and held by about 80 fanatics. The only approach was by a lane, commanded by the matchlockmen, and as the stormers advanced, balls, spears, bricks, and stones were hurled down on their heads. The men, however—50 of the 3rd Bombay Europeans and 50 of the 25th Bombay Native Infantry, led by Major Gall, of her Majesty's 14th Dragoons—held on gallantly. A powder-bag, improvised out of an old native bellows, was fixed to the gate; it was blown in, and after a desperate hand-to-hand struggle the fanatics were put to the sword. Not one officer and scarcely one European escaped unwounded. Lieutenants Newport, Donne, and Armstrong, of the 3rd Engineers, Lieutenant Rose, of the 25th Bombay Native Infantry, and Major Gall himself, all received sword cuts. On the 8th of May Sir H. Rose attacked and carried Kooch, taking four guns, though with a loss of some 60 men. The Rance and her captains fled at the very beginning of the action, and on the 12th the General arrived at Darlez, within one march of Calpee. There the rebel force of Bundelcund seem disposed to make their final stand. They have been hovering about that centre now for nearly eight months, but Sir Hugh Rose, in his extraordinary march from the other side of India, has not made a mistake or met with a reverse.

The sixth column, commanded by Sir R. Lugard, has practically settled the difficulty in Behar. After a delay, to be explained, I believe, by his enormous baggage train, Sir R. Lugard crossed the river to Beeheer. The rebels, about 2000 sepoys and 5000 retainers from Jugdespore, were encamped in a strip of jungle, about 18 miles long, which stretches from Beeheer to a point below Peroo. It was a heavy tree jungle, kept sacred by Kooer Singh as his private hunting ground, and full of bears. Colonel Corfield, commanding at Sasseram, was ordered to come up with his men, 200 of her Majesty's 87th, and some Sikhs. The rebels, apparently aware of the proposed junction, resolved to prevent it, and attacked General Lugard on the 8th. They were beaten, and retreated into the jungle. Next day the General entered the jungle, crossed it, stormed Jugdespore, and drove the rebels flying to the south. At Jugdespore he found the sepoys actively engaged in casting brass cannon—a curious fact, which may help to explain the otherwise inexplicable number of pieces of cannon taken in remote districts. On the 13th the General was actively pursuing, and hoped to be in time to prevent their crossing the Sosne. Kooer Singh, according to native spies, died of his wound—a shot in the thigh, and with him died the only leader of military skill whom this rebellion has produced. His second in command, Ramdeen, the rebel colonel of the 40th Native Infantry, is also reported dead, but of this there is no proof. This man, with the 40th Native Infantry, covered the retreat from Azimghur, and his influence with his men is said to be unbounded. He can, at all events, induce them to keep square till they beat off English Dragoons, a feat Asiatics have not often succeeded in accomplishing. The peasantry are said to be heartily sick of the contest. They told a planter who bought some of Kooer Singh's villages, that if Kooer came they must rise, for they were bound by an oath, but they were sick of the trouble he gave and the losses he had occasioned. Accordingly they did rise. But Kooer Singh is dead, and all but the sepoys will drift away to their homes. They will be hunted down—the principal difficulty being the weather. The season has been unusually hot; the lesser rains are on us unusually early; and the following accurate list of the deaths in the defeat at Arrah, in April, will illustrate the cost of a hot weather campaign:—

Her Majesty's 35th.—Officers: killed, 1; died from apoplexy, 2. Men: killed, 8; wounded (but died from apoplexy), 10; died from apoplexy, 84; total, 102 men and three officers.

Naval Brigade.—Killed, 5; wounded (eight died from apoplexy), 9; died from apoplexy, 5; total, 19.

Artillery.—Killed, 3; died from apoplexy, 1; total, 4.

Rattray's Sikhs.—Killed, 7; wounded, 7; officers wounded (Captain Weller), 1; total, 15.

Grand total, killed, wounded, and missing, 143.

This will disappear with the hot weather, but meanwhile the work to be performed is very heavy. In Bareitch, Fyzabad, and Calpee there are still armies in the field. In 14 districts our authority is bounded by the range of our cannon, and the districts are harassed and the stations threatened by great bodies of Pindarees, varying in strength from 3000 to 8000. They must all be put down, and the work, harassing at all times, is in this weather almost impossible. There are not a few in India who consider it impossible at any time, who see no end to the insurrection, and look upon anarchy as an established institution for the next ten years. They argue that these Pindarees can be crushed only by a combined movement, for which over so vast a territory we can never have the means. There must also be a hole to step out of. These opinions are the natural effect of the extreme excitement of the year, an excitement quite as great as that of the Reign of Terror, but they are hardly sustained by facts. The first moment of breathing time will enable us to organise an armed police, and it is hard if we cannot put down dacoity on however vast a scale. The only real dangers are of such a decline in the number of the Europeans as would expose us to a succession of defeats, or of a new rising of the soldiery.

A somewhat dangerous affair has just been reported from Nagpore. A great landholder, residing at Chanda, on the Hydrabad frontier of the province, has availed himself of his position to collect a body of Rohillas and Pattans. At their head he has broke out in open rebellion, and it is presumed looks for aid from similar landholders in Hydrabad. The affair is only important from the position of the Chanda estate, which is a sort of key to the great route between Central India and Hydrabad. The man must, I suspect, be left for the moment very much to himself, to be crushed by Madras troops hereafter. At present his defection is one more element in the general confusion.

Of matters of administration I have but little to report. The plan of appointing a Commission so inquire into the re-organization of the army has been abandoned. Colonel Durand has been summoned to Allahabad to obtain and collate the opinions of all experienced officers, which, when analyzed, will form a basis for re-organisation. The process, it is calculated, will last two years: but there is little chance of re-organisation without peremptory orders from home. The conflict of opinions here is too severe to permit of action. Things, of course, under such circumstances, drift back to the old routine. Already one great question has been decided on the basis of the *status quo ante*. On the second reading of the bill for the restoration of the lands usurped during the contest by the old proprietors, Mr. Ricketts, the new member of Council in succession to Mr. Dorin, rose and protested against such "piecemeal legislation." The regulations, he said, ought to be suspended in the North-West, and the Executive invested with dictatorial powers. Nothing short of this could enable them to provide a remedy for the existing anarchy. The people, too, hates the regulations bitterly. The speech was pronounced by Mr. Ricketts' colleagues premature, and I have since heard that the idea of giving up the regulations is abandoned, and all the native judges are to be re-appointed. Indeed, they are being appointed in great numbers. It is, I fear, a great opportunity lost, the Punjab system being better suited to the people. It has been applied to the Delhi division.

The Chief Commissioner of the Punjab reports the discovery of a conspiracy among the wing of the 4th Native Infantry at Hoosheypore. It was discovered, six of the conspirators hanged, four transported, and the remainder ordered to Jullunder, pending further inquiry.

THE FUTURE CONSTITUTION OF INDIA.

(*From the Globe, 6th July.*)

THE Royal Commission, to which Government has announced its intention of delegating the task of settling the future constitution of the Indian army, will be entrusted with functions more important than those we generally find entrusted to any body less responsible than the Cabinet. It is to settle the organisation not merely of the garrison of India, but of the whole military establishment of the empire. The "Company's army" had not to wait for the formal extinction of the Company itself. From the year that some 80,000 Queen's troops poured into India the position of the Company's service became altogether changed. What had been a numerically small auxiliary force was suddenly elevated into an overwhelming element in the military power of the country. Not only is the Bengal army principally made up of Queen's regiments, but a large proportion of the armies of Madras and Bombay. It is from this point that the Royal Commissioners must take their start, and whatever may be the extent of the ground to which their jurisdiction may be limited by the terms of the commission, it will be inevitably enlarged to a settlement of the whole future organisation of the army garrisoning the United Kingdom, the colonies, and India, the relation of the several component parts to each other, and the right of officers to exchange from one branch to another. In determining all this, the Commissioners will have to enter into many questions connected with what is called the Home Service, which have been the subject of deliberation in former commissions, but which, to a great degree, must possess a new aspect in the more extended dimensions which the imperial army will henceforth assume.

As yet we know nothing of the constitution of this most important Commission beyond the fact that it will consist of twelve members. The Secretary of State for War, the Commander-in-Chief, and the President of the Board of Control will be members, and three officers of the Queen's army, three of the Company's service, and three civilians of eminence. The latter, it is to be presumed, will comprise persons like Lord Grey, and Mr. Sidney Herbert, who have had great experience of military administration, and whose opinions upon that subject are to our minds far more valuable than those of the general run of military officers, who are more useful as witnesses upon particular points than as judges who have to decide upon the general question in all its constitutional and economic bearings. It is, however, right that the interests of both services should be taken care of, so as to prevent future complaints and more commissions to revise what should be a complete settlement, likely to last for several years to come; and we have little apprehension that the leanings of the three officers representing the Royal army, or those taken from the Company's service, will be allowed to militate against the general interest in the presence of the heads of the departments represented, and such civilians as we have a right to suppose will be chosen to complete the commission. With the termination of the Company's existence will necessarily cease the existence of the Company's service, and henceforth the whole of the military forces in India will be the Queen's army; but whether or not, as regards the officers, those now forming the Company's service shall form a colonial corps like the Canadian, Cape, and West India regiments, with power to exchange with the rest of the army, will be one of the knotty points which the Commissioners will have to determine. Considering the different systems hitherto prevalent in the two, especially as regards purchase in the one, and retiring allowance in the other, there appear, doubtless, to be difficulties in the way; but when it is recollected that an exchange is a voluntary act of both the parties to it, there does not appear to be any very grave obstacle in allowing an officer, under proper regulations, to choose whichever he may deem the best suited to his interests and health. Even in their last moments the Company have commenced the work of reorganising their Bengal army; for besides the Sikh regiments raised for the campaign, they have already ordered the creation of four regiments of Europeans, to form light cavalry corps for Bengal, in the place of those native corps which no longer exist save in the person of their officers. We confess we had rather see this step postponed until the general principle regulating the new army should have been settled; but there is an emergency which excuses it, for we want *more* cavalry to contend with the new species of warfare to which the rebels have had recourse. There is one thing in the organisation of these regiments which we are glad to see, namely, that there is a liberal establishment of officers. Each of these new regiments will number about the same number of men as a Queen's cavalry regiment, but they will have 14 captains, 18 lieutenants, and 8 cornets, or 40 troop officers altogether, instead of the 10 captains, 11 lieutenants, and 10 cornets, or 31 in all, which is now the complement of a Queen's regiment, which, bearing in mind the depôt at home, the ordinary proportion of casulties and ineffectives, the occasional employment of the field officers as brigadiers, can hardly affect the supply which experience has shown to be necessary at head-quarters. A similar increase to the Queen's regiments would be salutary, but this will form one of the many questions of detail to which the new commission must address itself. We believe, as regards the time and the satisfactory settlement of the whole question, that it would have been much better had the Government taken the matter into its own hands, and not thrown the responsibility upon another body. Nevertheless, the elements from which the commission are selected are, on the whole, judiciously proportioned; and if the members be but carefully selected, we are not without hope that there will be a satisfactory solution of this question, which, both in a political and administrative sense, is one of the most comprehensive that has ever been entrusted to a similar tribunal.

THE FUTURE OF INDIA.

(*From the Times, 25th June.*)

MR. BRIGHT has delivered himself of a splendid reverie on the future of India. Had the Cumæan Sybil suddenly taken possession of the floor of the House she could not have spoken more sublimely, or, we are sorry to add, less to the purpose. One might almost suspect that the gaseous exhalations which have so seriously affected the health of many members, and have well nigh broken up the Law Courts, had produced a special effect on Mr. Bright's imagination. If so, his last night's speech must be classed with the many other striking illustrations of the state of the Thames. If anybody can give a more rational account of this exhibition we beg to withdraw ours. We have, however, to observe that on the 24th of June, after an unusual amount of minute discussion on the particular provisions to be made for the government of India,—after the whole session had been so occupied,—after a third bill, tolerably elaborated, and likely, we will hope, to reach its final stage, had just been introduced by the third Indian Minister we have seen this session,—Mr. Bright rises to tell us we are all wrong altogether, and that the best government for India is to let it alone. Several times in the course of this Session members have got up and modestly requested the House to throw away all it had done, and begin afresh on some entirely new basis. Mr. Bright is not content with such humble flights. He requests the House to undo not only the work of the Session, but that of a whole century; to turn the course of history backwards; to abandon every object natural to us as the conquering and superior race; to accomplish in sober earnest what Sidney Smith proposed only in jest,—the restoration of the Indian Heptarchy; and to do this in the confident hope that India will adopt the constitution of the United States, and give us a civil *congé*. Apart from general declarations, the mode in which Mr. Bright proposes to work India round to this happy result is the abolition of the office of Governor-General, a general recognition of native pretensions, and a Court of Appeal to settle disputes between the Government and its subjects. Propositions of this sort we have heard before, but it was reserved for Mr. Bright to recommend them with a distinct view of their consequences, and expressly because they must result in the dissolution of our Indian Empire.

The speech is all the more remarkable, because it might have been expected that Mr. Bright would have had something to say more to the purpose. His old Manchester friends, at least the Chamber of Commerce, have a distinct scheme of Indian Government, dispensing altogether with the fiction of a Council. It might have been supposed that a practical man would object to a Council which was no Council at all, and which may be taken up or laid down as freely as a walking-stick or any other separable property. In this way Mr. Bright might have done good service in bringing back the scheme of Indian government to that first simple idea which constrained the approbation of the House of Commons, and won the public opinion of India. But it is apparently to escape from the performance of this humble but practicable duty that Mr. Bright soars aloft to the third heaven of political anticipation. He is like the man who quarrels with everybody about him, and flies to his study to pray for a Millennium. Truly or not, it is confidently stated of a certain gentleman in the reign of James II. that he was at the same time pining for a reign of the Spirit, and secretly aiding his sovereign in his intrigues and usurpations. The only real result of a dream which reduces waking life to insignificance is, in this instance, to assist the impression that any one possible plan is as good as any other possible plan. Could a man persuade himself that he could fly hence to Calcutta, and that no other mode of transit was worthy of a man, of course he would disdain all questions of steam and sail, overland or by the Cape. Leave India alone; let there be five Presidencies, or more, if necessary; let each govern itself; let no Englishman have power: say, if you please, that you think your own religion best, but abstain from expressing that by any public or official act; interfere with no question of land or inheritance, and give the natives a Court to protect them from the oppressions and encroachments of their rulers, and then we shall see India gradually emancipating herself from our rule, falling to pieces, acquiring the habit of self-government and local administration, and eventually forming that federal union which appears to be the ultimate destiny of the human race.

We admit that this romance was some relief to the toil of legislation. After the mind of the nation had been concentrated for months on councils, executive councils, consulting councils, assistant councils, election, self-election, nomination, and fifty other like problems, it was pleasant to listen to the tale of India as it ought to be, without the intervention of British agency. If we go to a magician it is not to see an ordinary process of manufacture performed with the utmost skill and success, but a succession of wonders beyond the reach of human art. We want to see a man produce from his hat, his pocket-handkerchief, or his snuff-box, innumerable pigeons, bouquets, eggs, watches, and every diversity of material. We have only to suppose Mr. Bright Indian Minister in 1868, with a House of Commons at his beck, and then we shall see two hundred millions of people springing into civilization, self-respect, truth, and independence. At present too much of the old leaven is left to allow of more than a glimpse of that glorious consummation. Mr. Bright does not expressly object to the importation of seven Indian Directors into the Council, or the scheme for prolonging that influence by alternate self-election. Perhaps he is content that the old leaven should work for another period, that the reaction may be greater. India is to be worse before she can be better. When things are at the worst, and hope itself is gone, then England will renounce the false ambition of governing two hundred millions, and aspire to teach, to train, and to emancipate them. We will yield ourselves awhile to this vision of benevolence. We will suppose the pliant nature of the Asiatic really changed by contact with his European lord, and moulded by free institutions. We will hail a grander conquest than Tartar or Persian invader ever imagined. Why not dream while we can? Napoleon dreamt Ossian. Romance is the unstrung bow of hard practical minds. It is a consolation for failure,—above all, for the failure of doing nothing. But still there remains the question,—what is to be done? That was the question asked last night by Lord Stanley's bill, and Mr. Bright's answer was a scheme for the future history of India.

MEXICO.

WRITING from Tampico on the 25th of May, the correspondent of the *New York Herald* says—

Since my letter of the 17th, no opportunity has offered for the United States, but I am now enabled to give you further particulars of recent events in this quarter.

Garza made good his escape on the memorable 17th, fully two hours before the termination of the battle, thus manifesting his resolve to live to fight another day, which, however, Heaven forbid, unless he learns a little more humanity than was exhibited by him in the late atrocious siege of this place. He left behind all his artillery, munitions of war, baggage, private papers, and the combustible material prepared with the amiable intention of destroying this devoted city, all of which fell into the hands of the Government forces. In short, Mr. Garza left everything behind him—even the other officers, his competitors in the race. The rank and file fought it out bravely to the last, yielding only at the point of the bayonet; and I must here be permitted to say that the common Mexican soldier would be equal, under good officers, to any troops in the world. As it is, the Mexican officer has rarely either honour, courage, skill, or common humanity to friend or foe.

A few days since a Sardinian barque, called the Confidence and Friendship (how apposite!) arrived off the bar from Vera Cruz, bringing a lot of heavy guns and a quantity of projectiles, consigned by the Governor of that ilk to Juan Jose de la Garza; but, in the absence of that personage, the effects fell into the hands of Moreno (our Governor) as residuary legatee and administrator *de bonis non*.

In a former letter I advised you that the Guerrero had pronounced at sea in favour of Zuloaga, put into Tuspan (which adheres to Zuloaga), and turned over the ordnance intended for Garza to the military chief of that garrison, together with all the munitions, which served to replenish the almost exhausted supplies of this place. On the day previous to the battle twenty quintals of gunpowder, a quantity of grenades, cannon balls, &c., arrived from the Guerrero, and hence the fortunate defeat of Garza. Eighteen pieces have now been taken from him, all in complete order, and have been added to the armament of this place.

All eyes are now turned to the great battle which is soon to be fought near San Luis Potosi, between Vidaurri and the Government troops—each party said to be about 6000 strong. The central forces are commanded by Ozollos and Miramon, and the old Lion of the North (Vidaurri) leading in person the riflemen and lances of Nuevo Leon and Coahuila. Look out for great slaughter, for the war now wears an exterminating aspect. It is confirmed that the late fight between Zuzuxa and Miramon, near San Luis, was a drawn battle. Equally certain is it that near 1000 men lost their lives in the engagement. Yet few people in the United States are willing to believe that anybody is ever hurt in these Mexican civil wars. I tell you, and I tell you true, we are supping full with horrors all over the broad and fair expanse of this doomed country, and foreigners—especially Americans—will soon come in for their full share of the Plutonian feast.

All the Santa Annistan generals detained by Garza made their escape from his camp in the general absquatulation, and after the battle was over found their way into this city, where they are busily intriguing for the admission of their illustrious chief, his Most Serene Highness. As Moreno has his price—money price at that—I think the old one-legged hero will yet have another "go in," and that shortly. A *pronunciamiento* in his favour at this place would settle the business. That "spontaneous popular move" can always be got up for a few thousand dollars. The only difficulty in the way just now is the presence of Tomas Mejes, and his savages from the Sierra and the Huasteca (mountain fastnesses).

All the refugees who had sought shelter in the various consular residences have returned to their respective abodes, with the single exception, I believe, of an old woman, who has taken up her quarters in a back storeroom at the United States Consul's, which she positively refuses to vacate, clinging to it with a tenacity worthy of the black friar who stuck to Normanstone (Newstead Abbey), in spite of Bluff Hal and all his beefeaters. Some of our wags are enjoying this practical joke, and encourage the old woman to hang on as long as she likes. Certainly, the Consul will never turn her out, neither would the kind and noble hearted Mrs. Chase, who left us some weeks ago for the purpose of making known our miserable condition to the Government at Washington.

Our communication with Mexico is still cut off. Old Thomas Moreno, and Montellano, and Barbarena have lately distinguished themselves by plundering and destroying the greater part of the town of Tautoyuca, in the Huasteca. A large force has been sent after them from this place, and it is to be hoped they will be caught and justice administered.

The Spanish men-of-war have gone to Vera Cruz, and we expect stirring news from that place, as we understand Don Thomas Marin (the same, by the way, whom Commodore Moore, of Texas, thrashed so soundly off Campeachy many years ago), with his broad pennant on board the one-horse steamer Guerrero, intends to enforce a blockade of that port at all hazards. Meanwhile—where, oh where, is the American navy? However, it might as well stay away, for all the good it does in its angelic visits to these parts. I would give you a full history of the late visit of the Fulton to this place, but presume it would hardly bear publication. Oh, for one hour of good old Dandolo-Hickory.

MILITARY ORGANIZATION.

(*From the Times, 30th June.*)

WE are too well tutored by a long experience of the changes and chances of political life to suppose that a measure must necessarily be successful, either immediately or ultimately, simply because it is founded on the clearest reason, the widest experience, and the most practical good sense. These things, no doubt, are something in its favour; but to estimate the probability of a practical result we ought to take into account the prejudices, the passions, and the inveterate habits of mankind. The doctrines of free trade were as true in 1776, when Adam Smith first gave utterance to them, as they are now; but it required half a century to bring them within the circle of practical questions, and to establish them by law a quarter of a century more. Nor can any one tell how much longer this consummation would have been delayed, had it not been for the immediate pressure of the Irish famine. We have, however, learnt to think favourably of a proposed reform when people have arrived at that stage at which they give up denying its utility and propriety, and, changing their ground, begin to assert that the reform is altogether superfluous, because it is virtually accomplished by the existing state of things. When the opponents of the Corn Laws began to argue that protective duties made bread cheap, it was quite clear that the doom of laws enacted for the very purpose of making bread dear could not be very far distant. The controversy was shifted from the end to the means, and in proportion as it was narrowed became easier of solution.

Tried by this test, we should imagine that Captain Vivian's motion with reference to the conflict of jurisdiction between the Commander-in-Chief and the Secretary for War is in a fair way to ultimate success. People no longer argue, as they used to do, that it is highly inexpedient to allow Parliament any voice with regard to military matters except the humble but, unfortunately, indispensable duty of voting the supplies. All the world, with the memorable exception of Colonel North, have agreed that this is no question of royal prerogative, but simply of the most efficient way of conducting the public service. They do not deny that all the military departments should be placed under a single head, and that head responsible to Parliament; but they assert that this is the existing organisation of the army, and that no proposed change could carry it further. Here, then, is raised a clear and intelligible issue. We have got out of the region of generalities. We have emerged from the foggy atmosphere of high constitutional doctrine. The question of the power of the sword, so fatal to the peace of the kingdom two hundred years ago, has no place in this discussion. It is a mere question of fact, of official regulation, and routine; and, however much complicated by contradictions and mystifications, must soon be made perfectly manifest to the public one way or the other. Has the Queen two Ministers of War, or only one? Do they possess co-ordinate jurisdiction virtually independent of one another; or is the Commander-in-Chief a mere underling or subordinate of the Secretary for War, responsible to him for his actions, and for whom the Secretary for War is in his turn morally and legally responsible to Parliament? This is the matter of fact to be decided, and on its decision must rest the fate of Captain Vivian's resolution. Now, on this subject, curiously enough, there seems to exist among persons who ought to be well informed the very widest difference of opinion.

Captain Vivian truly remarked that the highest authorities differ as to the point whether the Commander-in-Chief is, or is not, responsible to the Minister for War. General Peel considers the Commander-in-Chief entirely irresponsible as regards the military control and discipline of the army. Mr. Sidney Herbert considers the commander-in-chief entirely under the control of the Minister for War. The Duke of Newcastle, on the other hand, considers neither of these authorities right, and thinks the present position of the Commander-in-Chief involves the Minister for War in legal, though not in moral responsibilities. Mr. Disraeli admits that the discipline of the army is left to the Commander-in-Chief, but, though it is left to him—that is to say, as we understand it, though he is sole judge of all things relating to discipline, he is responsible for his judgment to the Secretary of State, and the Secretary of State is responsible to Parliament. Out of this more than Babylonian discord we may extract one uncontroverted proposition. Whatever else they may say, nobody ventures to assert that the Commander-in-Chief is either directly or indirectly responsible to Parliament. He may make Lord Cardigan an Inspector-General of Cavalry, by way of rewarding him for the manner in which he looked after his own brigade in the Crimea; he may select men most justly pointed at by public censure for the highest offices in his gift; but the House of Commons cannot remove him from his office, which he holds at the pleasure of her Majesty, and neither assumes nor lays down in obedience to the will of a majority of the House of Commons. The only question that remains is, whether this irresponsible personage be really and truly a Minister, or whether he is a mere agent for the Secretary of War for the time being, taking his pleasure and executing his orders. On this point we have to thank one of the speakers in the debate, Mr. Edward Ellice, for suggesting a very valuable test. The business and the definition of a Minister are those of a confidential adviser of the Crown, and if the Secretary for war be the sole Minister, he must be the sole person who takes the pleasure of the Queen on military matters. This, however, is not the case, for on all matters connected with the command, discipline, and patronage of the Army the Royal pleasure is taken by the Commander-in-Chief, and not by the Minister for War.

Here, then, we have arrived at a distinct question. Is it, or is it not, right that in all matters relating to the command, discipline, and patronage of the Army the Queen should be advised by a Minister confessedly irresponsible to Parliament, and in no intelligible sense responsible to any one except the Queen herself? The question can easily be decided by constitutional analogies. The Queen is advised as to giving or withholding her Royal approbation to courts martial by the Judge-Advocate, an officer directly responsible to Parliament. The Queen is advised in all matters relating to the command, discipline, and patronage of the Navy by the First Lord of the Admiralty, an officer *also directly responsible* to Parliament. We cannot imagine what ground can possibly be alleged for the distinction between these offices and that of the Commander-in-Chief, and we suppose that none can be alleged, for the opponents of all change seek to support their view, not by justifying the distinction, but by denying its existence altogether. General Peel says that he is *indirectly responsible* for the acts of the Commander-in-Chief. Either he is consulted by the Commander-in-Chief as to all matters which he is about to submit to the Queen, and gives a distinct and binding opinion upon them, or he is not so consulted, and does not give such an opinion. In the former case he is responsible, not indirectly, but directly, for it matters nothing to the question of responsibility whether he tenders his advice in his own person or through an agent acting under his immediate direction. In the latter case he is neither directly nor indirectly responsible, for responsibility implies power, and by the terms of the supposition the Secretary for War could exercise no power in a case in which he could have no knowledge. We sincerely hope that the country will repudiate as it deserves this novel doctrine of indirect or constructive responsibility, just as it did in former times the no less figment of arbitrary and constructive treason. It is desired that certain public offices should be altogether irresponsible to Parliament, let us be told distinctly what these offices are, and on what ground they claim this perilous exemption; but do not let us allow ourselves to be trifled with by such verbal subtleties as that one Minister is indirectly responsible for another; responsible because that Minister is subordinate, indirectly responsible because over that subordinate in the matter in question the Minister has no control whatever.

THE FUNDED DEBT OF GREAT BRITAIN.

IN the House of Commons, on the evening of June 29, on the order for going into committee on the Funded Debt Bill, Mr. Wilson called the attention of the House to the impolicy of repealing the clauses in existing Acts, which gave the only security for the reduction of the National Debt, in time of peace: mentioning, in the course of his observations, that when the Russian war commenced, the then Chancellor of the Exchequer obtained the assent of the House and the country to the principle that the hostilities should be conducted as much as possible without entailing financial burdens upon posterity. "Accordingly (said the hon. member) the whole war expenditure of 1854 was raised from taxation." Upon this topic the *Times* of the following day remarks:

In the present rage for abstract propositions the House of Commons might as well have recorded its assent to Mr. Wilson's on Monday evening as to any other. There is, to say the least, quite as much inherent morality and fundamental truth in the rule that a nation should not charge its posterity for ever with the payment of its debts as in the rule that every £10 householder should have a vote for the county. Yet the House of Commons resignedly follows the propounder of the latter maxim into the labyrinth of Parliamentary Reform, and leaves financial honesty in the lurch. Every consideration of time is in favour of the financial question and against the Parliamentary. Mr. Wilson interposed at the moment when the House was repealing a recent attempt to establish the principle of early repayment. This was the very occasion to speak out, if ever. On the contrary, Mr. Locke King was only anticipating, and, but for the House of Lords, embarrassing, a discussion which all sides have agreed to take very shortly on the whole subject of Parliamentary Reform. Yet so capricious is the House that it tenders at once what must be a barren homage to the political virtues of a certain house-rent, while it refuses to consider the question of our debt. The only common quality to reconcile these two courses is to be found in the love of pecuniary fixities. A blind admiration of Three per Cent. Consols may justify itself by a similar regard to £10 a-year. Throughout the length and breadth of these isles these, it seems, are to be universal ideas. A thousand years hence let us hope that every Briton, from Penzance to Caithness, will pay at least £10 a-year for his holding, and have at least a hundred pounds invested to yield the moderate and safe interest of 3 per cent. Three per cent. for ever, neither more nor less, neither to be repudiated nor to be paid off, is the great sanctity of the age. Sydney Smith had only one illusion left, and that was the Archbishop of Canterbury. But Consols are not an illusion; Pennsylvanian Bonds were. To all appearance this is the most abiding of human institutions; and if the world lasts ten thousand years, the British national debt, paying 3 per cent. on a capital which may, for aught we know, then be a million of millions, will be pointed at as the oldest thing on earth, having outlived the ruins of Nineveh, Greece, and Rome, the Pyramids, and even some mountains, which, like human structures, are often the sport of earthquakes, or eaten up by volcanoes.

But, with all this respect for the grand, the abiding, the unchangeable, and such human things as approach to the dignity of natural laws, we still venture to ask whether, on plain grounds of commercial morality and vulgar utility, it is better to go on adding to our debt on the same uniform basis, as if it were on the very supposition of its lasting for ever. We will state the difficulty we have to deal with fairly, as unless a difficulty be fairly stated it can never be got over. It is the general difficulty common to all borrowers—viz., that they must submit to the terms of the lender. When the Chancellor of the Exchequer wants five millions, and wants it at once, having postponed the matter to the last moment, the capitalists will lend their money, or rather obtain it, on this condition alone. They have occasionally relented so far as to advance a portion of the sum on terminable annuities. Nay, earlier in the century very large sums were borrowed on terminable annuities, which are happily dropping in very conveniently for the Russian war and—shall we add?—the Indian mutiny. It is true, the purchasers of these terminable annuities had them on terms much too unfavourable to the State, and it was not till large capitalists got into the way of providing sinking funds against the termination of these annuities that their value was understood. Even now, however, with these things all reduced to the utmost system, there is no great demand for terminable annuities; that is, nothing like the demand there is for permanent stock. Settlements generally are made on the supposition of the money never being touched, and its beneficial value undergoing no change. Then there is a beautiful simplicity in just one form of investment. Brokers, bankers, and all who have to traffic in investments, abhor the prospect of having to compute the value of all sorts of terms on all sorts of security; for a great variety of odd terms in the market to be properly negotiated would require a great variety of odd wants. As it is, out of an infinite quantity of Consols the broker can supply any quantity, from 30s. to £300,000, at an hour's notice. But a market ever so full of odds and ends—remainders for five years, seven years, thirteen years, twenty-two years, and so forth—would not be so convenient. It would be like the remainders of a draper's shop—five yards of this, seven of that, and two-and-a-half of another. The result is, that there is not a proportionate demand for terminable annuities; that is, for a hundred people who want an annuity for ever there are not perhaps five people who want one for twenty years, even if they have it on favourable terms. Were it not for the assurance companies and other capitalists, who can take large investments of various characters and adjust them one to another, there would be hardly any demand for terminable annuities.

Such is the difficulty, fairly and fully stated; and the British Government, being a large and often exigent borrower, has yielded to it. When it has asked for five millions, it has commonly been too intent on saving 1 per cent. on the bargain to stand for any conditions of a presumed moral character. Indeed, if a Chancellor of the Exchequer stated that he had taken 2 per cent. less than the market value of a 5 per cent. terminable annuity, because, for the reasons stated by Mr. Wilson, he wished to make no addition to the debt except in a terminable form, we are not sure the House of Commons or the British public would think the scruple worth a hundred thousand pounds, which, in a loan of five millions, it would cost the nation. The object commonly is to get money any how. The mind of the nation is fixed on a war to be carried on with energy and brought to a close, or on some other pressing demand. There is generally at the same time, naturally, but inconveniently, some straitness in the market; and the public, being able to get only £90 for 3 per cent., instead of £100, which was perhaps the value of the annuity a year or two before, would not be well pleased to find that only £88 had been got for it. The transaction, indeed, would be in a peculiar form, the annuity being a terminable one; but clever accountants in the House would speedily reduce it to an equivalent in the ordinary form, and would inform the public that the loan just concluded had been virtually contracted at the disadvantageous figure. It is, indeed, not merely successive Chancellors of the Exchequer, or successive Parliaments that tread in the steps of our forefathers, and make perpetual additions to a perpetual debt. The nation does it, and till it is better taught will continue to do it.

But how long is England to go on with this system? Is there really no end to a course which we all feel to be tainted with immorality, and which has even the irreligious character of trusting too much to the perpetuity of British wealth and honour? Has England persevered in a course once begun, and never always, even at much present cost? We can only repeat [illegible] and has made some efforts and accomplish that Eng[illegible]s that may almost vie with the applished some wo[illegible] enterprise of imposing a limit to parently impossible [illegible] once thought a perpetual [illegible] our debt. Slavery was [illegible] it at an immense cost, stitution. We extinguished [illegible] millions of ransom, not to be measured by the [illegible] in the formation of a sinking fund to redeem the nation[illegible] debt, or in simply changing perpetual into terminable annuities, our children might reasonably expect to see the extinction of this colossal incubus. Had the hundred millions spent in the Russian war been so applied, persons now born might witness that result. The difference between a perpetual annuity and one for a hundred years is not so great as to baffle expectation. As to the gentlemen who, as we have stated, give the law on this point, measure the demand, and bring us to their terms, they have also the command of immense resources and not less skill

SHIPPING.

ARRIVALS.

October 10.—Vimeira, ship, 960 tons, Captain Swanson, from the Downs July 8. Passengers—Captain Howell, Mrs. Howell, Mr. and Mrs. Martyn, Mr. Martyn, jun., Miss Martyn, Miss Baird, Miss Gypson, Mr. Plane, Miss Chamberlain, Mrs. Flemming, Miss Welsh, and 25 in the steerage. Buchanan and Co., agents.

October 10.—Roomerang (s.), 400 tons, Captain H. O'Reilly, from Keppel Bay 2nd and Moreton Bay 5th instant. Passengers—From Rockhampton: Messrs. J. F. M'Donald, Neile, Lambourne, M'Carroll; and 9 in the steerage. From Brisbane: Messrs. J. J. Falconer, Handcock, J. Thomson, and 9 in the steerage. A. S. N. Co., agents.

DEPARTURES.

October 9.—Sybil, for Port Curtis and New Caledonia.
October 9.—Albion, for Wide Bay.
October 9.—Regia, for Port Curtis.
October 9.—Helen, for Port Curtis.
October 9.—Swordfish, for Hobart Town via Newcastle.
October 9.—Royal Sovereign, for Port Curtis.
October 9.—Victoria Packet, for Port Curtis.
October 9.—Gazelle, for Port Curtis.

PROJECTED DEPARTURES.

This Day.—Port Curtis Packet, for Port Curtis; Wilhelm Kirchner, for Guam; Spec, for New Caledonia; Bride, for London; Louisa, for Wellington, via Newcastle; Gazelle, for Auckland; Agnes, for South Sea Islands.

CLEARANCES.

October 9.—Wilhelm Kirchner, barque, 400 tons, Captain Menke, for Guam, with original cargo from Bremen.
October 9.—Spec, brig, 160 tons, Captain Miles, for Anatam and New Caledonia. Passengers—Captain Todd and 7 natives of New Caledonia.
October 9.—Regia, brig, 181 tons, Captain Marr, for Port Curtis, with sundries, and 21 passengers.

COASTERS INWARDS.

October 9.—Gazelle, from Newcastle, with 38 tons coal; Spec, from Pitt Water, with 950 posts and rails, 1100 palings; Sarah, Sylph, Lydia, and Challenge, from Brisbane Water, with 1500 baskets shells, 12,500 feet timber, 10,000 laths, 40,000 shingles; Williams (s.), from Morpeth, with 35 bags maize, 100 trusses hay, 50 hides, 10 cases eggs, 4 coops poultry, 3 bundles skins; Thistle, (s.), from Morpeth, with 31 trusses hay, 216 bags maize, 14 bags pollard, 101 hides, 8 bundles sheepskins, 15 casks soda, 13 cases eggs, 5 coops poultry, 1 horse, 3 calves, 7 bags horns, 11 casks tallow.

COASTERS OUTWARDS.

October 9.—Sylph, Lydia, Sarah, and Challenge, for Brisbane Water; Piora, for Paterson River; Margaret, for Morpeth; Grafton, and Dove, for Newcastle; Revenge, for Shoalhaven; Spec, for Broken Bay; Booroowang, for Tweed River; Nightingale, for Bellambi.

IMPORTS.

October 10.—Vimeira, from London: 134 hogsheads 8 puncheons 58 packages, Griffiths and Co.; 36 packages, Buchanan and Co.; 50 hogsheads, Willis, Merry, and Co.; 1 package, Scott and Co.; 2 packages, G. Whitfield; 1 package, Gilchrist, Watt, and Co.; 1 package, W. G. Stening; 7 packages, Smith, Brothers, and Co.; 1464 packages, Lamb, Parbury, and Co.; 2 packages, W. Heaven; 1 package, R. Garret; 51 packages, A. Hart; 1 bin, R. E. and F. Tooth; 2 packages, F. M'Nab and Co.; 1 package, Joy and Co.; 1 case, Mrs. A. King; 1 package, Miss Engell; 1 package, Montefiore and Co.; 1 case, Rev. A. M'Intyre; 1 package, Captain Swanson; 86 stoves 101 packages, E. C. Weekes and Co.; 1 package, Rev. W. Walsh; 1 package, J. Isbeston; 2 packages, Bank of New South Wales; 4 packages, Welford; 200 casks, W. Long; 4 packages, J. G. Ross; 3 packages, F. Cooper; 9 packages J. W. Pass; 35 rams, 25 packages, Elsworth and Co.; 48 packages, Dawson and Co.; 1 package, H. Harris; 1 package, J. Winterbottom; 2 packages, E. and L. Harris; 112 packages, Prince, Bray, and Ogg; 74 packages, Dickson and Co.; 7 packages, J. F. M'Donald; 22 packages, C. Moore; 6 packages, E. and W. Paul; 66 packages, E. Vickery; 1 package, Mr. W. Graham; 1 package, Rev. T. Ashwin; 21 packages, J. Hill, jun. and Son; 1 case, A. Dennison; 1 package, C. H. May; 66 packages, Rundle and Co.; 50 hogsheads, 307 packages, Armitage and Co.; 14 packages, Ray, Glaister and Co.; 1 package, Dr. Robertson; 100 hogsheads, 140 pots, 165 camp ovens, 245 packages, Cohen and Co.; 46 packages, How, Walker and Co.; 1 package, Union Bank; 12 packages, R. Walker; 1 package, Lake and Clifton; 12 packages, Scales, Brothers; 3 packages, J. Dougall; 2 packages, Wolfe and Co.; 4 packages, E. Butler; 19 packages, Levicks and Piper; 4 packages, Wade and Son; 4 packages, W. Moffitt; 1 bull, 1 cow, 9 packages, Buyers and Co.; 846 packages, M. Moses; 22 packages, Hawley and Co.; 10 rams, Donaldson and Co.; 777 packages, G. A. Lloyd and Co.; 250 casks cement, 223 packages Order.

EXPORTS.

October 9.—Spec, for Anatam and New Caledonia: 18 bags rice, 10 casks flour, 1 half-chest tea, 46 packages, Rev. Dr. Ross; 1 billiard table, A. Droutler; 17 tierces beef, 3 boxes 2 half-chests tea, 20 barrels ale, 40 boxes soap, 10 cases sherry brandy, 13 half-tierces tobacco, 31 cases genova, 109 packages, R. Towns and Co.; 100 casks biscuits, 12,000 feet timber, 63 packages, 10 cases whisky, 3 hogsheads wine, 39 cases genova, 50 casks beer, W. R. Todd; 1 box, Mollison and Black.

MAILS BY THE VICTORIA.

The mails by the Royal Mail Company's steamer Victoria, will be made up at this office, THIS DAY, the 11th instant, at 9 a.m.

Besides the usual mails for Melbourne, the following mails will be despatched, viz.—To or through the United Kingdom, via Marseilles and via Southampton; to France and other continental states (in a closed mail to France); to the northern countries of Europe via Trieste; to Ceylon (which will be transmitted to Western Australia, Ceylon, Alexandria, Malta, Aden; and for transmission by way of Ceylon, mails will be forwarded to Madras, Calcutta, Bombay, Batavia, Singapore, Manila, China, the Mauritius, the Cape of Good Hope, St. Helena, Gibraltar.

Registered letters will not be received after 4 p.m. on the 9th Instant. All letters and newspapers not otherwise marked will be forwarded by this opportunity. Letters intended to be transmitted by any of the special routes above-mentioned, viz.—"via Marseilles," in a closed mail to France, or "via Trieste," must be so addressed.

Rates.—All letters going to or through the United Kingdom must be prepaid, and the additional charge on those sent "via Marseilles" is 3d. the quarter-ounce. On letters addressed by the closed mail to France the Colonial postage (6d. the half-ounce) is required. On letters sent via Trieste, the postage as already notified, is 1s. the half-ounce.

(Signed) W. H. CHRISTIE, Postmaster-General.
General Post office, Sydney, October 1st, 1858.

SHIPS' MAILS.

Mails will close at the General Post Office, as follows:—

For Tonga and Fejees.—By the Agnes, this day, at noon, if not underway.

For New Caledonia.—By the Spec, this day, at noon, if not underway.

For London.—By the Bride, this day, at noon, if not underway.

For Auckland.—By the Gazelle, this day, at noon, if not underway.

For Wellington.—By the Union, on Tuesday, at 6 p.m.

Custom House.—Entered outwards, October 9: Nora Creina, schooner, 172 tons, Captain Lowe, for Melbourne, via Newcastle.

Weekly Line of Screw Steamers to and from Rockhampton.—We understand it is the intention of the A.S.N. Company to despatch the City of Sydney and Wonga Wonga, alternately, every Thursday for Rockhampton, and from Rockhampton for Sydney, the middle of every week. We also notice that they are issuing return tickets, which will insure to parties proceeding to the Fitzroy diggings a return passage to Sydney, any time within six weeks, allowing ample time for giving them a fair trial. We also are informed that they intend, very considerably, to bring back steerage passengers for one-third the ordinary rate, at half-price.

List of Passengers per R. M. S. Victoria, for Suez.—For Southampton: Mr. Wason, Mrs. Wason, Mr. Brodie, Mrs. Brodie, Miss Brodie, Miss Ida Brodie, Miss Constance Brodie, and infant, Dr. Steele, Mrs. Robinson, Mr. F. E. Lurridge. For Marseilles: Mr. Zachary Ingold, Mrs. Ingold, Miss Ingold, Master J. Ingold, Emma Rutherford (servant); Mr. Westhead, Mr. P. W. Flower, Mr. Weymouth. For Alexandria: Mr. Hay. For Melbourne: Miss Jarrett, Mr. Jude.

Port Phillip Signal Station.—The following numbers will be exhibited on the arrival of vessels:—No. 80, Keppel Bay, No. 85, New Caledonia.

The Vimeira arrived yesterday, after a fair passage of 91 days from the Downs, the last ten days having been passed in working up this coast against light north-east winds. She reports the American ship Expounder, 76 days out, from Boston to Melbourne, on September 8th, in latitude 43·35 S., longitude 46·0 E.

The Boomerang (s.) left Brisbane on the 5th instant, and was boarded in the river by a boat from the Waratah (s.), which left Rockhampton on the 4th instant. The chief officer, who was in charge of the boat, told Captain O'Reilly that the intelligence from the Fitzroy was most gloomy, and that the diggings were a complete failure, and that there were thirty-five returned diggers on board; beyond this, the Boomerang brings no other reports later than those already received by the Yarra Yarra (s.). The cargo on board the Boomerang consists of 39 ozs. gold from Rockhampton, and a few sundries, from Moreton Bay. Captain O'Reilly has in his possession 5¼ ounces of gold, purchased by him from a party at Rockhampton, who had 100 ounces, which he had obtained from the diggers in exchange for meat. A most complete and well-executed chart has been made of the Fitzroy River, by Captain O'Reilly, showing all the dangers and soundings from its entrance to Rockhampton, to which is attached an excellent sketch of the township. The current statements respecting the depth of water in the river are sadly erroneous in many points, as in one of the bends there is only 3 feet at low water, and the tide not rising above 9 feet. The following is the Boomerang's report from Moreton Bay:—Left schooners Vixen, Vanquish, and Brilliant at Brisbane; October 7th, passed steamer Waratah in the Brisbane river, bound to Brisbane, from Keppel Bay, having left that on October 4th—13 vessels had arrived in Keppel Bay on October 2nd; October 8, ketch Sarah and cutter Cecilia at Cowan Cowan, from Sydney, for the Fitzroy; October 9, off the Richmond River passed a large steamer, three masts, black funnel with a white streak round it, also two ketches and three schooners, one of the latter the Polly Hopkins, all bound to the northward—at 5 p.m., off Smoky Cape, saw he steamer Clarence, bound to the northward; October 10, passed six schooners, bound to the northward, also a steamer, supposed to be from Melbourne, off Broken Bay—she appeared full of passengers.

Gold and Specie per Victoria.

Oriental Bank	20,000	sovereigns
Bank of New South Wales	20,000	"
James Milsom, Esq.	5,300	"
Leader, Muller	218	"
Total	45,518	"

47 ozs. gold, 1 case jewellery, Walker and Jones.

Port Curtis.—Cleared at the Customs with passengers for Port Curtis, from Saturday 2nd, to Saturday, 9th instant:—

October 4—Albion	24	
5—Gazelle	132	
Helen	2	
Sybil	26	
7—City of Sydney (s.)	319	
Mermaid (Newcastle)	6	
8—Royal Sovereign	270	
Regia	21	
	800	
From 5th August to 9th October	3720	
	4520	

Passengers returned from Port Curtis since the excitement of the diggings first broke out:—

Uncle Tom	4	
Eagle (s.)	5	
City of Sydney (s.)	42	
Yarra Yarra (s.)	3	
Boomerang (s.)	14	
	68	

From Melbourne.

No. of passengers cleared from 24th to 28th September	176	
Cleared from 28th September to 2nd October—Mariposa, 200; Dunedin, 93; Elizabeth, Formosa, Maori, Amherst, 631; Admella (s.), 153 Total	1077	
	1253	

The steamer Brisbane went down to the bay on Sunday forenoon to meet the Eagle, which was expected to call in on her way from Sydney to Wide Bay; but after waiting at Cowan Cowan until yesterday morning, and seeing nothing of her, she returned to the wharf yesterday. Captain Patullo reports the ketch Sarah and the cutter Zebra, bound from Sydney to Rockhampton, lying at Cowan Cowan. The Zebra came in by the south channel—*Moreton Bay Courier*, 6th instant.

Detention of the Brilliant.—This vessel will not be able to leave Brisbane yet for three days. In consequence of information given by one of the passengers, Mr. Sheridan went on board yesterday morning and proceeded to examine the schooner, as she had been reported as having insufficient accommodation for the passengers. Mr. Sheridan ordered the long boat to be stowed in a different place, the casks on deck to be put below, and some timber to be either taken away or stowed in some other place, so that there might be more space for the passengers. These alterations could, if the weather permitted, be made in about a day and a half. According to the Passenger Act, those detained can claim one shilling per diem each, or to be found in food on board the vessel. Every passenger is also, we believe, entitled to eighteen square feet of space.—*M. B. Courier*, 6th instant.

The Vanquish, now ready to sail for Rockhampton, is detained on account of the heavy fall of rain, but will sail as soon as the weather permits.—*M. B. Courier*, 6th October.

NEWCASTLE.

ARRIVAL.

October 9.—Mimosa (s.), from Sydney.

DEPARTURES.

October 8.—Hargraves, schooner, Henderson, for Hobart Town, with 200 tons of coal.
October 8.—Harriet Hope, brig, Spain, for Melbourne, with 350 tons of coal.
October 8.—Mermaid, cutter, for Rockhampton, with 6 passengers.
October 8.—Soole, ketch, for Rockhampton, in ballast.

THE ATLANTIC CABLE.

(*From the Times' Dublin Correspondent.*)

Although other accounts of this, it is to be hoped temporary, mishap, have doubtless reached you ere this, the following version, which appears in a second edition of the *Cork Reporter* of yesterday (3rd July), may not be without interest:—

The Niagara and Gorgon, attached to the squadron for the laying of the Transatlantic cable, arrived in Queenstown at an early hour this morning. We regret having to announce that the object of the expedition has for the present failed, and we shall now give our readers such particulars of the events which occurred in the course of the undertaking as we have been able to collect. The Agamemnon and her tender the Valorous, and the Niagara and her tender the Gorgon, sailed from Plymouth on the 10th of June; each of the great vessels carrying about 1500 miles of cable, with a new and improved apparatus for paying it out, which it was calculated would have allowed for any strain or unequal motion of the ships, as the very speed of the vessels regulated by automatic arrangements the rate at which the coil was to be discharged. After having been three days at sea the expedition was overtaken by a fearful gale, which continued without intermission for nine days. On the seventh day of this heavy weather the ships, which continued to keep together, had to part company, and the Agamemnon was obliged to scud before the wind for thirty-six hours. Her coals got adrift, and a coil of the cable shifted, so that her captain for some time entertained serious apprehensions for her safety; and, from the immense strain, her water ways were forced open, and one of her ports was broken. Two of her sailors were severely injured, and one of the marines lost his reason from fright. Yet such was the consummate skill, good seamanship, and intrepidity of her commander, Captain Priddie, that he was enabled to bring her to the appointed rendezvous, latitude 52·2, longitude 33·18. The Niagara rode out the storm gallantly, having only carried away her jibboom and one wing of the figurehead, the great American eagle.

"All the vessels having at length arrived at their central point of junction, the first splice of the cable was made on the 26th. After having paid out two and a half miles each, owing to an accident on board the Niagara, the cable parted. The ships having again met the splice was made good, and they commenced to give out the cable a second time; but after they had each paid out forty miles it was reported that the current was broken, and no communication could be made between the ships. Unfortunately, in this instance the breakage must have occurred at the bottom, as the electricians, from the fine delicate tests which their sensitive instruments allow them to make, were able to declare such to have been the fact, even before the vessels came together again. Having cast off this loss, they met for the third time and recovered the connection of the cable on the 28th. They then started afresh, and the Niagara, having paid out over 150 miles of cable, all on board entertained the most sanguine anticipations of success, when the fatal announcement was made upon Tuesday, the 29th, at 9 p.m., that the electric current had ceased to flow. As the necessity of abandoning the project for the present was now only too manifest, it was considered that the opportunity might as well be availed of to test the strength of the cable. Accordingly, this immense vessel, with all her stores, &c., was allowed to swing to the cable, and, in addition, a strain of four tons was placed upon the breaks, yet, although it was blowing fresh at the time, the cable held her as if she had been at anchor for over an hour, when a heavy pitch of the sea snapped the rope, and the Niagara bore away for this port. Before starting an arrangement was made that should any accident occur in giving out the cable before the ships should have gone 100 miles, they should return to their starting place in mid-ocean; but that in case that distance should have been exceeded before any casualty should happen, they should make for Queenstown. In accordance with this understanding, the Niagara, having made 100 miles before the mishap, returned to this port. Upon her homeward way she must have passed the Agamemnon, but owing to the heavy fogs which prevailed for the greater portion of that time, she missed seeing or gaining any tidings of her.

As the Agamemnon has not yet arrived, although her destination was directed towards this shore, it is conjectured that she might not have delivered the arranged quantity of coil at the time of its failure, and may have consequently returned to their place of meeting, which will unavoidably protract the suspense which must necessarily be felt, as, until she be spoken with, nothing definite can be learned as to the occasion of this disaster. The two principal electricians, Dr. Santy and Mr. Lawes, on board the Niagara, are inclined to believe that the accident occurred on board the Agamemnon, which, as it would only implicate a faulty arrangement of some of the apparatus, would still leave hope of the ultimate success of the undertaking, whereas, if the separation has occurred at the bottom, its effects will be greatly to damp, if not to deter, the enterprising spirit of the directors from persevering in this gigantic project. Should nothing be heard of her consort, the Niagara will, after coaling, proceed to her ocean station, having still on board about 1300 miles of the cable, which, supposing that the other vessel has retained a similar amount, would still permit of the junction being completed, and allow 31 per cent. for casualties. In this last trial some 500 miles of the rope was lost, and when it is calculated that it is roughly estimated that the value of the cable is about £100 a mile, it will be seen that the sacrifice up to the present has not been so extensive as might at first sight have been supposed."

Harbours of Refuge.—The report of the Select Committee was published a few days ago by order of the House of Commons. It goes amply into detail, and shows the immense progress of our mercantile shipping of late years—a progress that appears likely to continue in the same ratio. Hence the obvious necessity of providing for the security of vessels by harbours of refuge and other cognate works. The committee have come to the "practical conclusion" that how much soever such harbours are now required, the want of them must become more urgent from year to year. The number of ascertained wrecks and casualties between 1852 and 1856 was 3128—an average of 1025 a-year. Of these 3128, 1940 were total losses by wrecks, &c., 244 total losses by collisions, 2401 cases of serious damage, and 543 collisions with serious damage. The total loss, therefore, from all causes was 2184 vessels, and the loss of life included 4148 persons, or 830 in each year. In 1854, 1549 persons lost their lives in this way. The value of the property lost by total wrecks is entered at £1,000,000 a-year at the least, and by other losses and casualties at £500,000, making a total annual loss of £1,500,000 to the country. And this, according to Captain Sullivan, is a very low estimate. The committee enumerate as works needful, purely or mainly for harbours of refuge (to be executed as national public works)—1. A harbour of refuge on the north-east coast of Scotland; to cost from £80,000 to £335,000, according to the site selected; 2. One on the north-east coast of England, at an estimated cost of £300,000 to £860,000; 3. An extension of the harbour of St. Ives, at a cost of £174,000, or, if Padstow be adopted, at a cost of £35,000; 4. One on the Mumbles, or some place in the Bristol Channel, at a cost of £300,000; 5. An improvement of the harbour of Carlingford, at a cost of £20,000; 6. An improvement of the one at Waterford, at £20,000; 7. The construction of a harbour of refuge at the Skerries, Portrush, at a cost of £100,000; and 8. A pier in the Isle of Man, at a cost of £40,000; making a grand aggregate sum of £2,080,000, or, if spread over ten years, at the rate of £200,000 a year. The committee recommend the levy of an uniform charge on all ships passing such harbours in their course as right in the abstract, and it is urged with respect to passing tolls that the greatest care should be taken (if the principle on which light dues are levied be adopted with respect to harbours of refuge) to impose the dues only on such ships as would pass the harbours in their course, and therefore benefit by them. The committee entirely agree in the opinions of the Commissioners of Local Charges on Shipping, and would apply the general principle to them so visibly laid down in their strictest sense, in reference to the harbours of refuge which the committee have recommended. It is thought that no charge, if imposed, should exceed in any case a penny per ton upon all ships entering or clearing from British ports and passing the harbours of refuge in their course, and that whatever rate is fixed on at first, it shall be reduced from time to time, so as not to exceed a sum total equivalent to three-fourths of the interest, which should be computed at the rate of 3 per cent., and of the cost of maintenance. The committee approve the plan of Mr. Rendel, as used at Holyhead, or as modified by Mr. Abernethy, as the best in every respect for the construction of harbours of refuge. The committee, in fine, urge the necessity of undertaking these works as early as possible, and they submit that the expense is trifling in comparison with the great objects to be attained.—*Times*, 2nd July.

SYDNEY HEADS.

Date.	Time.	Winds.	Remarks.
October 9.	8·30 a.m.	W.S.W.	Light airs.
	Noon	S.S.E.	Fresh breezes, with rain.
	5·0 p.m.	E.S.E. to E.N.E.	Variable.
October 10.	8·30 a.m.	S.S.W.	Light breezes, with rain.
	Noon	S.S.E.	Moderate ditto.
	5 p.m.	E.S.E.	Ditto.

Flood at Moreton Bay.—Last Friday there were indications of rain and a small quantity fell. On Saturday the atmosphere became dense, and the rain increased: in fact, it was a really wet day. On Sunday there were a few hours' sunshine, but rain fell heavily at sundown. There were also a few hours' intermission on Monday; towards the close of the day rain came down again in continuous streams; and continued to do so, with only slight variation in force, up to the time of our going to press. Parched as the ground was, and afflicted with poverty as the cattle have been, through the long season of dryness, the rain was at first welcomed. The quantity of rain, however, which has fallen has caused the lower portions of the town to become flooded; and in some places the rise of water last night was so great as to render it prudent for persons who resided in Frog's Hollow to seek shelter in houses erected on higher ground. Boats were in requisition to enable them to leave the houses they were thus compelled to evacuate.—*M. B. Courier*, 6th October.

Extraordinary Infatuation.—A party resident at Stoney Creek, addresses a business friend in Bathurst to the effect that there was little stirring there, except a few diggers towards Sydney, the only fact beyond this worth notice being, that one man on the creek picked up a nugget from the bottom of his claim, weighing 14 ozs., which he immediately sold, and started without delay for the Fitzroy diggings. In this case, most certainly, distance must have "lent enchantment to the scene," the individual being an unbeliever in the old proverb, that "one bird in the hand is worth two in the bush."—*Bathurst Free Press.*

Damaged bags, confectionary, and cotton-wick; also elegant glassware in suites, earthenware. Buyers are requested to be punctual in their attendance at the sales of the above, this day, Monday, October 11, 1858, at the Bank Auction Rooms, by John G. Cohen, to commence at 11 o'clock.—Adv.

DIARY.

MEMORANDA TO THE NEXT PUBLICATION.

October		Sun Rises	Sun Sets	High Water Morn.	High Water Aftern.
11	Monday	5 26	6 6	10 50	11 10

Moon.—First Quarter, 15th instant, 10 h. 47 m. 6s. a.m.

GREAT SOUTHERN RAILWAY.

SYDNEY STATION.—Down Trains.

Dist.	Stations.	Pass	Mail	Passenger	Mail	
Miles	Leave—	a.m.	a.m.	p.m.	p.m.	p.m.
0	Sydney	6·50	10· 0	2· 0	4·35	5·45
3	Newtown	6·57	10· 7	2· 7	4·42	5·52
3	Petersham	7· 1	10·11	2·11	4·46	5·56
5	Ashfield	7· 5	10·15	2·16	4·53	6· 3
6¼	Burwood	7·14	10·24	2·24	4·59	6· 9
7	Homebush	7·19	10·29	2·29	5· 4	6·14
13	Parramatta	7·35	10·45	2·45	5·20	6·30
17¼	Fairfield	7·53	11· 3	3· 3	...	6·48
22	Liverpool	8· 5	11·15	3·15	..	7· 0
34	Campbelltown	8·45	11·55	3·55	..	7·40

A Goods Train will leave Sydney at 10·15 a.m.

CAMPBELLTOWN STATION.—Up Trains.

Dist.	Stations.	Mail	Pass	Mail	Pass	Mail	
Miles	Leave—	a.m.	a.m.	a.m.	p.m.	p.m.	
0	Campbelltown	...	7·35	10·45	2·45	5·15	
12	Liverpool	...	8·10	11·20	3·20	5·50	
16¼	Fairfield	...	8·24	11·39	3·39	6· 9	
20¼	Parramatta	7·35	8·40	11·52	3·52	6·22	
26	Homebush	7·53	9· 0	12·15	4·15	6·45	
27¼	Burwood	8· 0	9· 5	12·20	4·20	6·50	
29	Ashfield	8· 6	9·11	12·26	4·26	6·56	
31	Petersham	8·13	9·18	12·33	4·33	7· 3	
32	Newtown	8·16	9·21	12·36	4·36	7· 6	
34	Sydney	8·25	9.30	12·45	4·45	7·15	

A Goods Train will leave Liverpool at 1·15 p.m.

SUNDAY TRAINS.

Down Trains will leave Sydney at 8·30 a.m. 2·30 p.m. and 5 p.m. for Parramatta and Campbelltown.

Up Trains will leave Campbelltown for Sydney at 8·5 a.m. and 4·35 p.m.; from Parramatta 9·17 a.m. 3·30 p.m. and 5·47 p.m.

GREAT NORTHERN RAILWAY.

NEWCASTLE STATION.—Down Trains.

Dist.	Stations.	Mixed Trains.		Sunday Trains	
Miles	Leave—	a.m.	p.m.	a.m.	p.m.
0	Newcastle	7·30	2·45	7·30	3· 0
1	Honeysuckle Point	7·38	2·53	7·38	3· 8
4	Waratah	7·48	3· 3	7·48	3·18
10¼	Hexham	8· 8	3·23	8· 8	3·38
1	East Maitland ... arrive	8·30	3·45	8·30	4· 0
	depart	8·35	3·50	8·35	4· 5
20	West Maitland	8·45	4· 0	8·15	4·15

MAITLAND STATION.—Up Trains.

Dist.	Stations.	Mixed Trains.		Sunday Trains	
Miles	Leave—	a.m.	p.m.	a.m.	p.m.
0	West Maitland	9· 0	4·15	9· 0	4·30
2	East Maitland ... arrive	9·10	4·25	9·10	4·40
	depart	9·15	4·30	9·15	4·45
9¼	Hexham	9·37	4·52	9·37	5· 7
16	Waratah	9·37	5·12	9·37	5·27
	depart	10· 0	5·15	10· 0	5·30
19	Honeysuckle Point	10·12	5·27	10·12	5·42
20	Newcastle	10·15	5·30	10·15	5·45

The Sydney Morning Herald.

MONDAY, OCTOBER 11, 1858.

By this time the case of Roger, the aborigine, who, with Jemmy, his countryman, was convicted of the murder of Harold Chemier at the Maitland Assizes, will be under the consideration of the Executive. Gentlemen bred in a certain school, may think it of small moment what may be the fate of a semi-savage—we are of a different opinion; but there are higher interests involved in the disposal of his life.

We understand, from persons present at the trial, that the report contained in our issue of the 17th ultimo, is full and correct.

The unfortunate deceased, it appears by the evidence, was a foreigner of unsound mind, and, after drinking with Roger, set out with a bottle of pale brandy, and a box of matches. He returned at midnight, from the place where he had camped out, severely burned—slightly on his back, but severely from the chin to the knees; he languished for a few hours and died. When the place was examined where the injury had occurred to him, it was found that there had been a large fire. There were no marks of struggling about the fire; there were no coals scattered about, no particles of burnt clothing, but there was, about five feet from the fire, an appearance as of some one lying there. The man had strength enough to walk, unassisted back to the inn.

From the facts thus stated, it would be quite natural to infer that the man had made a large fire, drank deeply, and had fallen into it. Many have lost their lives by similar causes. The injury done is consistent with the supposition that no violence was used, for it is difficult to believe that he could otherwise have escaped.

There are strong probabilities in favour of the blacks. They did not rob the deceased. They were not found with his money, although arrested at the fire; they remained at the encampment—when found there they indicated no consciousness of guilt; they did not run away. There was nothing special before they were taken into custody to create a suspicion against them. What, then, was the evidence which prompted the jury to convict them?

It appears that Chemier, when asked how the thing happened, said that Roger and Baan Ba Billy, another aborigine, put him on the fire; when he saw Jemmy, he said Jemmy put him on the fire, because they wanted to get his money. It is admitted that his mind was wandering. Now, was it not very natural that, when these men were brought before him, he should imagine that they were the cause of his sufferings, that they, not himself, were the cause of his getting into the fire. Had they taken his money, or had they wounded him, or had they followed him when he rose from the fire, or had they attempted to escape—we might, from one or all of these considerations, have inferred the probability of guilt; but, considering the condition of the deceased when he made these statements, considering that there is a total absence of corroboration, we think so far as he is concerned there is the strongest probability that in seeking a cause for his accident, the blacks would naturally have occurred, even had not the magistrate put leading questions, which it seems he did. There was no cross-examination, nor does it appear clear that the deceased knew that he was in a dying state, but it is clear that his intellect was affected, by the joint effect of late intoxication and the injury he had received. The legal value of the accusation of the deceased against the prisoners depended on the conduct of the prisoners. It seems that Roger was silent, and that Jemmy denied the charge. Thus the case, according to the most lax rules of evidence, was without the smallest legal proof. Every fact, independent of the statement of the deceased, seemed to justify the belief that the blacks were innocent. They did not rob the deceased, they were not drunk; they did not stop the escape of the man; there were no traces of a struggle; they did not show any signs of fear; they did not admit, and one of them denied his guilt. We give the following as scarcely precedented in the history of juries:—

The jury retired for an hour and a quarter, and then returned with a verdict of guilty against both prisoners, recommending Jemmy to mercy.

His Honor asked the jury if they found that Jemmy had admitted that what the deceased said was true; but they did not directly answer the question, and at the offer of his Honor, retired again to consider their verdict.

The jury returned in five minutes, and brought in a verdict of guilty against both prisoners.

In answer to his Honor's question as to whether the jury thought that the prisoners admitted their guilt in the presence of the dying man, the jury, after some hesitation, said that they believed that Roger, by his silence, admitted his guilt, and that they did not believe Jemmy's denial.

His Honor: Then you believe that because Jemmy denied the charge, that it was an admission of his guilt?

His Honor again pointed out that the dying man's statement, not being on oath, was no evidence against the prisoners, unless they admitted in his presence the truth of his statements. If they believed that that admission had taken place, then the Crown was entitled to their verdict, but if they had any doubt upon that point, the prisoners were entitled to the benefit. Upon his recommendation, the jury again retired, and returned after the lapse of a quarter of an hour, with a verdict of guilty against both prisoners.

His Honor: Do you consider, gentlemen, that the prisoners admitted their guilt?

The Foreman: We consider that the one said nothing, and the other said no.

It is not our custom to reflect on the conduct of juries. They have a solemn trust, and generally they discharge it well. But what can be said of the intelligence of those who persist in finding men guilty without a title of legal evidence against them but their silence or *denial* of guilt, especially when they were not asked whether they were guilty or not? "Then you believe," said Mr. Justice Dickinson, "that because Jemmy denied the charge it was an admission of his guilt?" The jury, after this, persevered in their verdict.

We hope that few instances can be found in judicial experience of such perversity of judgment. The silence of a black, under an accusation, made in this form, is perfectly consonant with the character of the race; but even supposing it a suspicious circumstance, it is the only one in the conduct of these aborigines, who in all other respects are clear of the slightest imputation.

But there has come to light a fact which well demand the scrutiny of the Government. Three of the jury have, we understand, forwarded affidavits that they were forced by threats to concur in the verdict of guilty. That such violence can be possible in the nineteenth century and in a British colony is scarcely credible. Of course, if true, the prisoner Roger ought to be instantly discharged, as well as his companion, who was convicted in opposition to his Honor's explicit direction. But this is not all; either the complaining jurors have uttered an atrocious calumny, or the jurors who were guilty of violence so enormous and incredible, will deserve to be treated for all time to come, as men not fit to be trusted with the life of a dog.

We should be sorry to fancy that a black man cannot get a fair trial in the colony according to the principles of British jurisprudence. His disadvantages are many. He is a foreigner, and a savage; he is yet supposed to comprehend the rules of evidence, to foresee the effect of a wrong line of defence, and he is shut out from the evidence of his own race in his behalf. These are considerations which appeal alike to our honour and humanity.

The first fruit of the New Main Roads Act has just made its appearance, in the shape of a report on the Great Northern Road by Captain Martindale. That Act, it will be remembered, provides for the construction of three main roads from the public purse, one leading to the north, one to the west, and one to the south, leaving all other roads to be dealt with by local trusts or municipalities. The road department thus created having been placed under the management of the Commissioner of Railways, the first thing for that officer to do was to travel personally over the three routes, and form from his own observation an opinion of what was required to be done. The inspection as far as Armidale and back has been accomplished; the Commissioner is now, we believe, out upon the Western road, and on his return will traverse the Southern road. The requisite improvements on the three great arteries of traffic can then be placed before the Legislature, and care can be attended to according to their respective urgency and in proportion to the funds voted for the purpose.

The report before us deals exclusively with the North road, which extends from Morpeth to Armidale, a distance of about 230 miles. No portion of it has ever been legally proclaimed, and the greater part may be considered undetermined. Bullock drivers have often been the pioneer surveyors, their tracks growing into a road; and even where townships have been laid out along the line but little regard has been shown to the needs of the main road, either as to the direction given to the chief street or the width reserved. The Commissioner recommends that all deviations from the present route that promise to be improvements should be surveyed without delay—that the line which is shown to be best should be then marked out and proclaimed, reserving a width of eighty feet, and, within three miles of towns, of ninety feet. Purchasers of property will then know how their frontages lie, and all repairs effected will be on a permanent road. It is obviously important, however, that the survey should be very carefully made, so that there may be no finding out, after the road has been legally proclaimed, that a more economical and convenient line could have been adopted. It would not be amiss, perhaps, if, before the *Gazette* notice were issued, the contemplated line were announced, so as to gain whatever corrections and suggestions could be derived from local criticism or the experience of settlers and others frequently on the road.

The first hundred miles of the road, or from Morpeth to the foot of the range, the Commissioner looks upon as being practically, though not legally, determined. It would be quite possible to improve the route, if it were surveyed *de novo*; but a good deal of public money has already been expended in clearing it, and in such piecemeal operations as have been already carried out, all of which would be wasted if a new line were marked out; and a large amount of private money has also been invested in roadside buildings, under the expectation that the present track would be the permanent road, and it is not desirable, without good cause, to disturb the value of such investments. There are, however, two or three places where the present road is so inconvenient or dangerous that deviations are absolutely necessary, but in every case they will be improvements not injurious to any one, and of great benefit to all who use the road.

From Morpeth to Singleton the road follows the valley of the Hunter, and the difficulties are such as are generally to be found in broad fertile valleys. Soft soil, with an absence of any hard metal, perplexes the surveyor, and, in toiling through the yellow clay and black alluvium after heavy rains, the carrier loses both his time and temper. There is one place of this character near Lochinvar so utterly bad, that an immediate outlay is recommended to make it passable. The railway, it is true, will soon pass the

THE FITZROY DIGGINGS.

We referred on Saturday to information which had been received privately from the above district. We are now enabled, by the courtesy of the Registrar-General, to publish the entire letter upon which our information was based.

Mount Athelstan, September 29th, 1858.

My dear Rolleston,—In reply to your letter of the 13th September, I cannot help regretting that my report on the gold-field of the Fitzroy should have created such a sensation. I did not suppose that it would be published, but would be kept for the purpose I intended it for, viz., the information of his Excellency's Government. Still I am glad, you see, that my statements are carefully worded. Everything I said was hypothetical.

You are quite right in maintaining that I do not *over-colour*, nor would I be so dishonest as to make a report to Government to suit any crotchets of mine own, *even if I had any*. What I have said about Princhester and Marlborough Creeks is correct, as, since I wrote, and during this month, I have again visited those localities, and I assure you that on many places on the upper parts of the gullies, under the ranges forming the watershed of those creeks, there are patches exactly identical in character with that where the gold has been found at Canoona, some of them of the extent of two or three miles. The whole range from Mount Slopeaway to the Pine Mountain, which separates Marlborough from Churchhill Creek is of gold character—granite, porphyry, clay slate, serpentine. This dividing range is about nine or ten miles. Slopeaway is the highest point, perhaps 1200 or 1500 feet high. The Pine Mountain I have not been on, as it is scrubby; the pine on it is an *Araucaria*, and I think the same as the *Araucaria Cunninghamii*; but I have not been able to compare the two; at one time I fancied there was a difference. On Marlborough is a high mount, called by me "Magog," which is of serpentine; on its flank are many of these patches. On its northern side is a small creek, running down into Broad Sound, between Mount O'Connell and the Pine Mountain range, called by me Bunyan Creek. About the head gullies of this creek is much of the gold-bearing soil, with plenty of the stuff, or earth, called by the diggers burnt quartz.

This Bunyan Creek is now running, as I was informed by Mr. Tolson, who was there with a Mr. Campbell to examine a run for sale. Mr. Tolson had been previously at the Canoona diggings, where, being a man of much and correct observation, he had taken particular notice of the stones and soil brought up by the diggers. He says, on Bunyan Creek and Mount O'Connell, the similarity of the ground to that at the Canoona diggings is unmistakeable. Dr. Henry Hort Brown, who accompanied me to the Mackenzie lately—as I am only just returned, when I went to report on Apis Creek and Pluto Creek—is now quite of my opinion, he, also, having visited the gold-field at Canoona. Apis Creek is of clay slate rock formation, as the quartz, but it is not like the lights mentioned, but the wholerange running from the mouth of Apis Creek to Mount Farnell, I may say, or to the head of Collaroy River, where I have been (Fitz and Conners) is of the granitic clay slate, porphyry, or sienitic character, and may very probably contain gold-producing patches.

But, unfortunately, at all these most likely places the water is at some distance; but this, I suppose, is the case everywhere else where gold is found. With regard to Rockhampton, a wonderful change is taking place. I was away for eight days on a journey to the Mackenzie; on my return, I found a continuous stream of men on the road to the diggings. Many of these men will come to grief, as they do not appear to be real gold-miners or men accustomed to digging; and I am told that there are a lot of the worst of the Sydney scum amongst them. I hear that great disappointment has commenced amongst them, and that threats of terrible vengeance on storekeepers and squatters are held out. I fear that some serious catastrophe will occur when the other ship-loads arrive. The diggers at Canoona amounted to about 500. When I was there, about 26th September, all were still finding gold in remunerating quantities; but they had nearly worked out, on the surface, the patch on which they were. Several parties were going out to prospect to some neighbouring spot I had mentioned to them, but, unfortunately, they have no water on them, and of course no prospecting can succeed. I have heard, however, yesterday, whilst I was on board the Staghound, on a visit to Captain Eldred, that a new patch, with water, had been discovered, about eight miles from where the diggers were. It is eight miles west by north; they had found gold, and I heard all were flocking to that place. Young Macartney was my authority. He is a son of the Dean of Melbourne—a fine, smart, active young man, now squatting on a block of the Canoona run, preparatory to going out further. He has a hut built about four miles from the place where the gold has been found. He himself went to the place, and he says there is plenty of water, and a much larger patch of similar ground than the original. I know of another not three miles from where they are, but there is no water. They will also soon go over the ridges on to Herbert's Creek, and around Mount O'Connell, and so find the creek called Bunyan—mentioned above by me. One of the miners came to my place yesterday for some medicine. He is some old hand of the Downs and Burnett, who knows me though I did not know him. He has been working since the commencement. He spoke most favourably of the diggings and seemed satisfied, and said that all the real working miners would never leave such a country; and I agree with him. He seemed very indignant against the lazy Sydney people who are now making such a clamour against the Government and threatening to rob the stores.

Captain O'Connell leaves to-day for Canoona. I shall attend to the police business, as order must be kept at Rockhampton, where, I am told, are some very bad characters. This latter place is now, I believe, surveyed, and many will buy. There can be no doubt but that land must be valuable at Rockhampton; but still no one, however sagacious he may be, can possibly tell where population will ultimately settle in the greatest numbers. It appears that there is a fine deep channel running out from the Fitzroy River, and into Casuarina Creek. This channel is deeper than the Fitzroy, and in it is plenty of room for shipping, and on its banks for wharves. I had written to the Government about it, but, now that Captain O'Connell is appointed Gold Commissioner, I shall send in no more reports on things in this district—of course, reports might conflict in their statements and views, and would tend to embarrass Government.

I am beginning to think yet that Broad Island may become a better place than the Fitzroy. Captain Eldred, of the Staghound, was very particular in asking me about it, and about the country near it, which I know. I told him of a creek running into Broad Sound, near its bottom, which I called the Styx, where I thought vessels might lie, as the tide there rises, as the charts say, between 20 and 30 feet. It would be nearer the gold-fields than any other route. You will thus see how difficult it must be to guess where the principal port will be; but if there be really much gold here there must soon be direct shipping to England from one place or other. Port Bowen, unfortunately, has shoal spots in such important localities, as indicated in the map, that ships could not get in; but still changes may have occurred. Indeed, if gold is found here in quantities, I should think the Government might very profitably employ some small surveying vessel for the purpose of examining all these rivers, creeks, bays, and sounds over again.

The change from the solitude of this place to such great bustle has been very sudden, nor is the district scarcely prepared or sufficiently advanced to meet the wants of so great a population. Good wethers for slaughter are not very numerous, and all the cattle are breeding cattle, just fetched here; but at Ramus are a few fat beasts. Macartney went over to see Robinson last night. Macartney and Ramsay, of Canoona, are in partnership as butchers. They lately fetched 60 bullocks from Robinson's, at £5; now they will have to pay £7. Joseph King has 4000 good wethers, by which he will make a good thing. However, if there is gold in plenty there will be meat in plenty—"where the carcase is," &c. The greed of these gold-hunters appears to me both hateful and ludicrous at times. So you see by this, my dear Rolleston, I do not desert my statements. I have not over-coloured, but I yet do not know whether gold will be found in deep diggings, which alone can make them permanent.

Yours sincerely,
W. H. WISEMAN.

Christopher Rolleston, Esq.

FITZROY GOLD-FIELDS.

To the Editor of the Sydney Morning Herald.

Sir,—I cannot delay the request of an insertion of these few lines, as a warning to those who have not already overstepped the bounds of caution in hastily visiting this reported gold-field.

That there has been gold got here is but too true, but, as to a payable gold-field existing, it remains yet to be proved. No person of any mining experience would ever classify the present place of extraction as that of a payable field; although I have not the least doubt that time, and the co-operation of a few practical miners, may show that such still exists. But, until then, I again warn all those who are knocking out a bare living where they are, not to face what I fear will end in worse.

I remain, Sir, your obedient servant,
WALKER W. M'KAY.

Canoona, 1st October, 1858.

ADVANTAGES OF MUSIC.

The following are the preliminary observations made by J. H. Plunkett, Esq., M.P., on Tuesday evening last, in his lecture delivered at the Lyceum Theatre.

Before I proceed to the particular subject of my lecture, namely, "The Ancient Music of Ireland," I will take the opportunity of making a few preliminary observations on the advantages to be derived from the general cultivation and encouragement of music among us. It is an observation that we hear very often made on different occasions, "That there are few men of leisure in this country;" and I admit the truth of the observation, in the sense in which it is usually made, for there are few, if any, amongst us who have not some business to attend to. The observation, however, can only have reference to business occupations, and to them during the hours of business; for, I venture to say, there is no country in which all classes (including men of business and working men) have more leisure to dedicate a large portion of the twenty-four hours to their intellectual, social, and moral improvement, than they have in this colony. 'Tis true, we all have our employments during certain hours of the day, and, during those hours, we find it inconvenient, if not wholly impossible, to give up any time to other and different matters than those we are engaged in; but when each of us returns home, after this business is over, there are not many whose duties keep them engaged in the evening. I rather think the great majority of the people feel at a loss for occupation, after the day's labour is over, and are often puzzled how to kill time in a rational or agreeable manner.

I am happy to say that, in many very important respects, we keep pace with the progress of the age; for instance, the Short Hours movement, the Early Closing movement, have both been very generally adopted in this city. But, unfortunately, we have not the corresponding improvements which ought to accompany them, to afford proper means for enjoying and profiting by their advantages to the full extent. Our resources in the way of intellectual institutions, or opportunities of intellectual improvement, are but scanty. The few public libraries we have are not sufficient. Our public amusements are also very limited, and our national customs and our domestic habits are not such as to keep the masses of the people from the public-houses, or from places of dissipation. I fear much the praiseworthy efforts of Teetotal and Temperance societies will never meet with general success, unless a foundation be laid in the way of public amusements and domestic enjoyments, to wean the people from those places of dissipation, and from having recourse to the glass and bottle as a resource. Without doing this, I am afraid they are working "against wind and tide;" but if rational and harmless public amusements, and home occupations and enjoyments in the hours of relaxation, were placed within their reach, there can be little doubt they would act as very powerful auxiliaries in the promotion of temperance.

The human mind is so constituted that it cannot be always on the stretch, neither can the body endure incessant labour. Rest is necessary to both, after a certain number of hours, and something is also requisite to refresh and invigorate the one and the other. Of all the arts and sciences, there is none so well calculated to accomplish this as *music*. The experience of all persons who can perform on an instrument, even in a tolerable way, will prove it. And even those who are only listeners to good music must admit it. If we exclaim with the poet—

"Whence art thou!—from what causes dost thou spring,
Oh, Music! thou divine, mysterious thing!"

we ask the question in vain, as we must ever do when we follow paths which lose themselves in the depths of our being. We only know that its science is an instinct of our nature, its subjects the emotions of our hearts; but further than this we shall never be able to account for till we are able to account for all things. Nothing proves more strongly the angelic purity of music than the very tender age at which the infant manifests the pleasure it imparts.

As a recreation, then, it must be regarded as one of the most delightful and spiritual in which the mind can indulge. It is the sister art of painting and poetry, and it is the handmaid of religion. The gradual extension of it among the industrial classes must be attended with an important moral effect, tending to soothe and harmonise, to impart a relish for domestic happiness, and a distaste for those haunts where the noise and the loathsomeness of dissipation and debauchery are heard. It has been well observed of music, that she can give us pleasures we cannot account for, and raise feelings we cannot reason upon. She can transport us into a sphere where selfishness and worldliness have no part to play. Her whole domain, in short, lies in that much-abused land of romance, the only objection to which in real life is, that mankind are too weak and too wicked to be trusted in it. This she offers unreservedly to our range, with her attendant spirits, the feelings and the fancy in every form of spiritual and earthly emotion, of fair and fantastic vision stationed at the portals to beckon and welcome us in. But, if she cannot captivate us by these means she tries no other. She appeals neither to our reason, our principles, nor our honour. She can as little point a moral as she can paint a picture. She can be neither witty, satirical, or personal. There is no Hogarth in music. Mr. Punch can give her no place on his staff. She cannot reason and she cannot preach, but also (and I would beg particular attention to this) she cannot *wound*, and she cannot *defile*. She is the most innocent companion of the loves and graces. Music is not pure to the pure only—she is pure to all; we can only make her a means of harm when we add speech to sound. It is only by a marriage with words that she can become a minister of evil. A musical instrument (piano, violin, or any other), which is music alone, enjoys the glorious disability of expressing a single vicious idea, or of inspiring a single corrupt thought. The influence of music on all classes is immense, and, I venture to say, has been found to be uniformly favourable. If it sometimes seems to be the companion either of refined voluptuousness, or of low and vulgar debauch, the blame does not belong to it, but to its perversion and abuse. Without it, the vices would still exist, probably in more debasing forms; while, properly applied, it can become a powerful agent in lessening the propensity to degrading pleasures.

Even to those of the learned and literary professions music may be highly recommended, for they often feel there are intervals to be filled up, there is a satiety of books, there is a fatigue of mind, against which a resource is wanted, and which I may with confidence assert is found in nothing so complete as in music. If men of letters and others engaged in intellectual occupations, who at certain times would gladly exchange their overworking thought for sensation, knew the complete relaxation and renovation of mind which music affords, they would all become performers on some instrument;—they would assuredly have their children taught some instrument, and thus give them a never failing resource in this world of trials, in whatever walk of life their lot may be cast. Even Horace Walpole, who, with all his heartless superciliousness, wrote some very sensible things, said, "If I had children my utmost endeavours would be to breed them musicians. Considering I have no ear, nor even a thought for music myself, the preference seems odd, and yet it is embraced on reflection. In short, my aim would be to make them happy. I think it is the most profitable method,—it is a resource which will last their lives, unless they grow deaf; it makes them depend on themselves not on others; always amuses and soothes, if not consoles; and of all fashionable pleasures it is the cheapest."

Until of late years music has been cultivated on principles too aristocratic; it should no longer be confined to the mansions of the rich, it should be made an inmate of the cottages of the humbler classes, and thus afford them a source of delight, which they vainly seek in the public-house, or any other of the places now open to them.

In the general march of improvement which is going on in the mother country, and tending to amalgamate classes, there is nothing more remarkable than the spread of music, amongst all ranks. There are few large towns in England that have not a choral society, a philharmonic, or other musical society.

As to Germany, which is peculiarly the land of eminent composers, and of instrumental music, I believe the smallest town there, possesses an orchestra, whose members are capable of executing the most difficult compositions. Music in Germany (from all I can learn) is not only a recreation, but an indispensable evening amusement after the toil of the ordinary pursuits of the day. Every place has its harmonic societies, whose professors and amateurs assemble promiscuously, all animated with the one feeling—the love of the art, ancient and modern, sacred and profane. The example of England, however, must very naturally be regarded by us in this colony with more influence. I have seen some Manchester newspapers, which speak of "the annual Choral Meeting of the Lancashire and Cheshire Working Men." They all agree in one opinion, that this annual meeting was eminently successful, whether it be looked upon as an evidence of the utility of music in improving the tastes and social habits of the people, or as an experiment and test of what may be done towards fostering the musical capabilities of the working classes. The chorus at this meeting was entirely composed of eight hundred and fifty (850) artisans, who had been trained by a Mr. Weston and others, according to the system introduced into England by Mr. Hullah. I will now read some extracts from these newspapers. The first gives an account of the annual choral meeting just alluded to—

There is no musical exhibition in the course of the year, in this eminently musical town, which is more calculated to interest the philanthropist, than these annual choral meetings of the associated workmen's singing classes. It is here that he finds music more directly used as a moral agent, in providing an ever-delightful source of improving recreation for the leisure hours of the masses; and even if the performances were, in themselves, less effective than they are, his satisfaction would hardly be less, because he would view them in their more important bearing, as furnishing beneficial occupation for that portion of the twenty-four hours which, scanty as it unfortunately is, is too often devoted to the most disastrous indulgences by our teeming and hard-working population. These exhibitions, however, are more pregnant with hopefulness and encouragement when we find the progressive improvement of the pupils so marked as in the present case; because herein we have not only evidence of past assiduity, but the best assurance of continued application; and so long as the human mind is so constituted that cheerful relaxation becomes as essential to its healthful existence as the active exercise of its functions—so long, we are persuaded, will the cultivation of music be esteemed as a chief means of securing such relaxation.

The classes mustered in great force on Saturday evening, having come hither from many of the principal towns within six or eight miles distance; railway trains having, through the solicitous foresight of the committee of management, been provided at a cheap rate for their especial accommodation. They were all ranged in the spacious orchestra of the Free Trade Hall, a decided improvement over the disposition of last year, when a large portion was accommodated in the body of the hall. The present arrangement had the double advantage of compactness, and of more united and powerful musical effect. The orchestra was crowded; so that there could hardly be less than from seven to eight hundred singers. The appearance of the humble vocalists, all clad in their best, and all apparently participating in the performances with intense enjoyment, was pleasing and interesting in the extreme.

The other extract which I will trouble you with relates to similar societies in Yorkshire and Derbyshire—

In the densely peopled manufacturing districts of Yorkshire, Lancashire, and Derbyshire, music is cultivated among the working classes to an extent unparalleled in any other part of the kingdom. Every town has its choral society, supported by the amateurs of the place and its neighbourhood, where the sacred works of Handel, and the more modern masters, are performed with precision and effect, by a vocal and instrumental orchestra consisting of mechanics and work people; and every village church has its occasional holiday oratorio, where a well-chosen and well-performed selection of sacred music is listened to by a decent and attentive audience of the same class as the performers, mingled with their employers and their families. Hence the practice of this music is an ordinary recreation and social association among the working-classes of these districts, and its influence is of the most salutary kind. The people in their manners and usages retain much of the simplicity of the olden time; the spirit of industrious independence maintains its ground among them, and they preserve much of their religious feelings and domestic affections, in spite of the demoralising effects of a crowded population, fluctuating employment and pauperism. Their employers promote and encourage so salutary a recreation by countenancing and contributing to pay the expenses of the musical associations, and some great manufacturers provide regular musical instruction for such of their work-people as show a taste for it. "It is carefully to be wished," says a late writer, "that such an example were generally followed in establishments where great numbers of people are employed. Wherever the working-classes are taught to prefer the pleasures of intellect, and even of taste, to the gratification of sense, a great and favourable change takes place in their character and manners. They are no longer driven by mere vacuity of mind to the beer-shop; and a pastime, which opens their minds to the impressions produced by the strains of Handel and Haydn, combined with the inspired poetry of the Scriptures, becomes something infinitely better than the amusement of an idle hour. Sentiments are awakened which make them love their families and their homes; their wages are not squandered in intemperance, and they become happier as well as better."

The system alluded to, and known as Hullah's system of singing, has been generally adopted (as we perceive) in England, and also, I find, in Scotland. When I was last in Dublin myself, in 1843, I saw it in operation at many of the schools there. I also saw some of its workings in London. I happened to attend at one of the class-rooms in Exeter Hall, accompanied by Mrs. Plunkett, when a class of 500 got their first lesson. We were in a gallery which overlooked this large class seated below, and on witnessing the first lesson, we became interested in it, and attended pretty regularly every subsequent lesson to the twelfth, which was the last of the series. This class was a very curious one. It consisted, as I said before, of 500 persons, and by far the greater proportion consisted of old bald-headed men. I never saw so many bald-headed men together before. We were informed that they were old fathers and grandfathers, who were learning themselves in order to teach their children and grandchildren. The progress they made in the twelve lessons was truly surprising. They were able to read from the music any air that was put before them in score; and at the last lesson their harmony was excellent. Though very discordant at the beginning they gradually improved, and before the twelve lessons were ended they sent forth a fine volume of sound, which would have made a good chorus at either an oratorio or a musical festival.

Mr. Chirlett, Mr. Colley, and others teach the same system here, and it would be very desirable to see it practised more generally at our public and private schools.

After a certain number of lessons the pupils would be able to read music in score, and take part in the choir of their respective houses of worship, and also join in duets, glees, quartettes, or choruses, in either sacred or profane music. I do not mean to say that for solo and drawing-room music they would not require other instruction; for it would of course be quite necessary for any one who is ambitious of excelling.

I need hardly observe that the human voice is the most natural, and the finest instrument that can be made use of. Indeed, the music of the human voice, when good, is universally acknowledged to be superior in its effects to that of any instrument. The tone is not only more natural, and therefore more gratifying in itself; but by the union of sense with sound, by means of words, the mind is entertained, while the ear is delighted. Singing is an acquirement which gives more general pleasure than any other accomplishment, since it affords gratification even to those who are ignorant of the art, and does not, like instrumental music, require a practical audience in order to be appreciated—nor, like painting, a particular education in order to perceive its beauties. Music, I must repeat, and vocal music especially, forms a valuable addition to domestic enjoyments; and, as a female accomplishment, deserves cultivation, upon this ground—that women should possess as many rational resources as possible, both for their own happiness, and that of those who look to them for solace and amusement.

The learning of an Instrument is certainly more difficult and more troublesome, in the beginning, than singing. The piano, the violin, violoncello, flute, or any orchestral instrument, requires a certain amount of industry and perseverance to overcome the first difficulty; but there is no young person so devoid of musical genius as not to be able to overcome that difficulty by ordinary attention and practice, and *that* in, comparatively, a short time. However, it is of great consequence that *the first instructor* should be competent to the task—one who will begin at the alphabet of music, and bring on the pupil only by proper and gradual steps.

I know there is a great, and perhaps it is a natural, desire on the part of some parents to hear their children play familiar tunes for them, very soon, and who think if the children do not play them, that they are not advancing at all. However, I will take on myself to assure those parents that it is much better to defer learning those familiar tunes until they learn the rudiments of music well, and until they can play the scales, which they must practice at, over and over again, to acquire a certain facility and command over the instrument (whatever it may be). If they neglect this, and begin at the familiar tunes too soon, they will never make much advance. The old adage will be realised, "The more haste, the worse speed."

The cultivation of a taste for music, accompanied with a moderate degree of skill in the management of either the voice or of an instrument, may be considered, then, as within the reach of all whom nature has endowed with the requisite susceptibility. I am unwilling in these preliminary and cursory remarks to touch on the various kinds and degrees of cultivation in forming a correct taste for music; because, if the learning and teaching of music in any shape be generally practised, I have little doubt that the public taste will gradually improve, and that the best models will be appreciated,—I mean those models which are calculated to purify and exalt the public taste.

In music, as well as in architecture, there are certain forms of beauty and style which have an existence at all times and in all ages, independently of the caprices and fluctuations of fashion, and those are to be looked for alone in the efforts of highly-cultivated genius, which have commanded the admiration of the world, and rendered the names of their authors immortal. With all our modern improvements, Handel, Haydn, Sebastian, Bach, Mozart, and Beethoven can never be lost sight of. They are the great landmarks of the art. Variety and brilliancy of effect may have been, and no doubt have been superadded by more modern composers—Weber, Rossini, Bellini, Donizetti, Meyerbeer, and others have tracked out unknown and unfrequented paths of modulation; Mendelssohn, Spohr, Chopin, and others, may have untwisted hidden chains and combinations of *harmony*; and the invention of new instruments, and the vast improvements made in the old, may have added largely to the capabilities of the orchestra; but the masterpieces of art, to which the eminent composers first mentioned have given birth, will find their way to the imagination and the heart, from generation to generation, and must always form the groundwork of every good system of musical instruction.

I am not one of those who condemn altogether the taste for *Dance Music*, (polkas, waltzes, quadrilles, mazurkas, and the old country dances and light music of that kind,) on the contrary, I know that such music contributes much, *at the proper time and season*, to social and domestic enjoyment; neither do I consider it inconsistent with the purest and loftiest taste, such as I have just alluded to, to indulge in them occasionally; but I would make this remark, any one who learns music on correct principles, and who aims at being able to read and execute the higher order of music, will be able to read and to play *dance music* without any trouble at all. But if they begin with dance music, they will acquire a vicious taste, and will not be likely to accomplish anything higher or better. Let me also make this further observation that no persons who cannot read music as they would a book, have any pretensions to be considered musicians, nor can they have themselves half the pleasure which music confers on its votaries, who can read what is put before them. It may be conceived how much greater pleasure will be felt by one who can join his voice with others in a duet or glee, or who can take part in a trio or quartette.

I know there are a great many gentlemen and ladies, too, who enjoy their rubber of whist vastly; that is, a kind of gambling quartette; and it affords to those ladies and gentlemen a great deal of pleasure, but it is nothing in comparison to the real enjoyment and delight felt by those who can join in a glee, or an instrumental quartette. (I can speak from experience only of the latter.)

There is one class of persons in this country to whom a knowledge of music, so as to be able to sing and play some instrument, would be particularly valuable; I mean those whose occupations in the bush remove them from society, and throw them on their own resources. Now amongst all persons who can play, it is almost a proverb, "That one can never feel alone who has his musical instrument to play on;" and I venture to say, those persons in the bush, to whom I have alluded, would find music a much more agreeable, and certainly a much safer companion, than either the eternal cigar, or the brandy and water. Even the common shepherds would never feel very lonely if they could, like Tityrus, in the Eclogues of Virgil, play upon a "slender pipe" (or any other instrument) "beneath the shade of a spreading gum tree."

I am happy to say the Philharmonic Society of this city is in a flourishing state. The large attendances at our concerts are a good proof of its popularity. The want of a Music Hall is our greatest obstacle. I am also glad to find that similar societies exist in other parts of the colony. Maitland has its Philharmonic Society; and I have read, with great pleasure, an excellent leading article last week, in the Bathurst newspaper, announcing the establishment of a Philharmonic Society *there*. These movements give high hope that this colony will soon be deserving of being called a musical community. We have all the materials among us to study it as a science, and to advance it as an art; there are some professors and artistes, both male and female, now settled among us, who would be considered *eminent* in their profession in any part of the world. On what vantage ground do we stand in comparison with the ancients?

Dr. Burney in his history of music, in remarking on the disadvantages under which the ancients laboured, says:—

The Egyptian flute was only a cow's horn with three or four holes in it, and their harp or lyre had only three strings; the Grecian lyre had only seven strings, and was very small, being held in one hand; the Jewish trumpets that made the walls of Jericho fall down, were only rams' horns; their flute was the same as the Egyptians; they had no other instrumental music but by percussion, of which the greatest boast made was the psaltery, a small triangular harp or lyre with wire strings, and struck with an iron needle or stick; their sackbut was something like a bagpipe; the timbrel was a tambourine, and the dulcimer was a horizontal harp, with wire strings, and struck with a stick like the psaltery. They had no written music; had scarcely a vowel in their language; and yet (according to Josephus) had two hundred thousand musicians playing at the dedication of the temple of Solomon. Mozart would have died in such a concert in the greatest agonies.

We have here in Sydney every kind of instrument that is worth playing on; we have them with all the modern improvements; we have instructors of all grades—some of whom, however, I must say, I have no great respect for, as I have never admired quack doctors, or quack teachers of any kind, neither can I sympathise much with *quack musicians*, because they do more harm than good; for young persons who are taught by these quack musicians, have (when they get into the hands of a teacher competent to instruct on right principles) to unlearn bad methods, improper fingering, and other vicious habits, before they can make any progress in what is worthy to be called music. I have to apologise for detaining you so long by making these preliminary remarks, but as in Ireland we often hear of persons going the round, by way of a short cut, I hope this Irish way of getting at the principal subject of my lecture may be excused. I will now proceed to *Auld Ireland*, and ask you to accompany me for the rest of the evening.

The lecturer then proceeded to "*The Ancient Music of Ireland*," with illustrations, given by himself on the violin, and by several amateurs, whose singing was excellent, and whose voices harmonised well together.

PARRAMATTA.

[FROM OUR CORRESPONDENT.]

October 8th.—Lecture.—On last Wednesday evening Mr. J. F. Hargraves, from Sydney, delivered an excellent lecture at the Parramatta School of Arts on "The Study and Practice of the Common Law of England, as illustrated by the Public Conduct of English Judges and Lawyers connected with the Progressive Advancement of our Constitutional Liberties before the era of the Reformation." The lecturer more particularly directed attention to three marked epochs in the history of the formation of our common law. 1st. That of the Reformation, when the clergy became more fully amenable to the law of the land, and not exempt, as they wished to be, from all control but that of the ecclesiastical law. 2nd. The period of 1688, when the house of Stuart was driven from the throne, and the Bill of Rights came in with the reign of William III. 3rd. The gradual perfecting of our law from the end of the 17th century up to the present time. Mr. Hargraves quoted several passages from the writings of Johnson, Macintosh, Macauley, Bolingbroke, and others, as to their opinion of the high purpose of all law, and the honour of the pursuit of the lawyer. The lecturer also referred to several of our most famous lawyers, and to the great good they had achieved. This is the first of the lectures of this season, and also the first delivered in the new room of the Society, at the corner of Philip and Marsden streets. The lecture was well attended, the audience most attentive, and a unanimous vote of thanks was returned to Mr. Hargraves for his kindness.

Police Court.—Yesterday, Timothy Brien, a farmer at Seven Hills, appeared before their worships, Messrs. F. O. Darvall, P. Simpson, and F. Oakes, to answer to a charge of having violently assaulted one Ferdinand Meurant, with the intent to commit a felony. The prosecutor said he did not wish to press the case; that Brien had been his neighbour for forty years, and he had no ill-will against him. The police magistrate intimated that the Bench could not allow the case to be withdrawn without some good grounds, that it was not a common case of assault, and the proceedings must be commenced. Meurant stated upon oath that on last Saturday he was riding home, that Brien came up and told him to get off; and when he would not do so, the prisoner threw him off, struck him violently in the face, and got on the horse and rode home to his (the prisoner's) house, about a mile and half further on; that Brien turned the horse loose in the lane, and Meurant recovered his property and rode home. The prosecutor said, that he did not believe the prisoner intended to steal the horse, and that even at the time it was taken from him he did not think so, that Brien was half drunk, and he supposed that it was a practical joke. The Bench now stated that the charge of felony having been disposed of, they had no objection to the case being settled out of Court, but gave Brien a caution how he conducted himself in future, now that he had very narrowly escaped being committed for trial at the Quarter Sessions.

Diggers.—Very few persons, comparatively, have left Parramatta for the new diggings, but a considerable number of men pass through the town daily from the south and westward for the new Eldorado. One man had come down in the coach from Bathurst, and brought 7 lbs. weight of gold with him, and seven sovereigns, both put up in a pair of old trousers. The coach stopped at Dalzell's public-house, in Church-street, for a few minutes, before going to the Railway, and the man got out to have something to drink. He stupidly left his bundle in the coach, and when he came out it had proceeded without him; he rushed after it, but was too late, for the train had started when he got up, and the bag of gold he could hear nothing of.—Another digger was brought up yesterday before the Bench, he had been put into the watch-house the night before for protection, because he said he was in such distress of mind that he was afraid that he would make away with himself. It appeared that he had had £184 in cash; he had arrived in Sydney with the intention of going to the Port Curtis diggings, got drunk and went into bad company, and his money was stolen from him without his knowing who was the thief or where it had been taken from him.—Another man, who had come from the West, intending to go to the North, indulged himself with getting drunk on the road down, until he was reduced to his watch, which he offered to a German for £7. The German said he thought it too much, but if he would allow him to take it to a watchmaker's, he would have it valued; he entrusted his watch to the intended purchaser, and that was the last he saw of the man or the watch.

NEWCASTLE.

[FROM OUR CORRESPONDENT.]

October 8.—Railway Charges, &c.—A meeting of the committee appointed in public meeting to urge a reduction in the freights on goods on the Great Northern line, and for other purposes, was held last evening, Mr. James Hannell in the chair. The minutes of the previous meeting having been read, a letter was read from the Honorable the Colonial Treasurer, acknowledging receipt of a communication from the committee against the proposed removal of the Signal Station to Nobbys, which, the letter said, had been immediately referred to the Steam Navigation and Pilot Board, which had reported upon it to the Treasurer, who had returned it for further evidence; and as soon as the report had been completed, the committee would again be communicated with on the subject. A discussion on the point ensued, during which it was stated by the chairman that it would be necessary for the committee immediately to communicate with the Pilot Board, with such further information as might be thought useful on the point. Mr. W. H. White, Mr. Tully, and others, thought that it was a subject on which the opinions of nautical men only would be acceptable, and that the most experienced of these had already declared strongly against it. Mr. M'Cormack having enquired upon whose opinion it was supposed that the Pilot Board were acting in promoting the removal, Mr. Macauliffe replied that they had themselves stated that they were acting on their own, supported by those of certain masters of vessels, who had applied to them for "certificates of competency," and who would, of course, be glad to give any opinion that would be acceptable to the committee. (A laugh.) In reply to Mr. M'Cormack, the chairman said that the proposed and adjacent moderate of water on the roads induces carriers to be anxious to get loading. Rates remain unaltered. In wool we hear of no purchases. Clean wool may be quoted at is 4½d to 8d per lb. Sheepskins have been purchased at from 4½d to 8d per lb. Hides have been purchased at from 3s 6d to 7s 6d each. In tallow, a few lots have been sold at from 36s to 38s per cwt. This article is still scarce, and the supply does not equal the demand. The timber market still remains firm, but there is no extent have taken place. It is now pretty well known that stocks are light in the district, and that some are nearly cleared out. This knowledge, therefore, tends to produce a feeling to hold on for more advanced rates, and there is little disposition evinced to speculate. The favourable aspect of the market in Melbourne and Adelaide has also a slight influence on this market. In wheat little has been doing, owing to the rains. We hear of a few sales having been effected at 8s 6d per bushel. The reports as to the state of the crop now are generally favourable. The late rains, it is thought, will be productive of incalculable benefit. Much of the wheat lodged by the late heavy rain, but whether effectually or not remains to be proven. In maize we hear of no purchases. The market price is quoted at from 4s 6d to 4s 9d per bushel. Hay is quoted at from £5 to £5 per ton for lucerne, and at from £5 to £9 for oaten. In farm produce, bacon is quoted at 8d per lb. wholesale, retail 1s; hams 8d per lb. wholesale, retail 1s; and pigs 7½d per lb. wholesale, retail 8d. In dairy produce, butter is quoted at 1s 9d per lb. wholesale, retail 2s; salt butter, 1s 3d per lb. wholesale, retail 1s 6d; cheese from 8½d to 9d per lb. wholesale, retail 1s; and lard 6d per lb. wholesale, retail 9d. In poultry, fowls are quoted at 3s per pair wholesale, retail 4s; ducks 4s per pair wholesale, retail 5s; and geese and turkeys 7s 6d each wholesale. Eggs are quoted at from 8d to 9d per dozen wholesale, retail 1s. In vegetables, potatoes are quoted at 18s per cwt. wholesale, retail 3d per lb.; and pumpkins from 2s to 3s per dozen wholesale, retail 4d to 8d each. In fruit, oranges are quoted at from 8d to 10d per dozen wholesale, retail 1s; lemons from 3d to 6d per dozen wholesale, retail from 9d to 1s; and apples (Van Diemen's Land), 1s per dozen wholesale, retail from 1d to 2d each.—*Maitland Mercury* of Saturday.

Maitland Stock Market.—Our supplies of fat stock are still very scanty, only a small number of cattle having come to market, and no sheep during the week. The prospect of an extreme scarcity and high prices becomes daily more probable. The favourable change in the weather will doubtless have its beneficial effect up the country, but it must be several weeks before we can look for any considerable arrivals of fat stock in this market. Notwithstanding our customers have sufficient on hand for a week's consumption. Working bullocks and everything saleable are being bought up by the butchers throughout this district. Good serviceable horse stock is in demand, and sells well; light and inferior, hardly saleable. Result of sales:—35 head fat cattle, viz., 1 at £18 18s, 2 at £13 1s 3d each, 2 at £12 each, 10 at £10 19s each, 7 at £9 3s each, 5 at £8 17s each, 2 at £3 18s each, 1 at £8 14s, 22 at £8 2s each, 3 at £7 each; 4 dairy cows, for £9 11s 6d; 2 heifers, for £3; 25 pigs, 22s to 31s 6d; bay entire, Hercules, £35; 34 light unbroken, at nominal prices; 10 working bullocks, from £10 to £16 10s per pair. Dodds and Co., auctioneers. October 8.—*Maitland Mercury.*

MERCANTILE AND MONEY ARTICLE.

Saturday Evening.

A special general meeting of the proprietors of the Bank of New South Wales will be held on Monday (this day), at noon, for the purpose of considering the expediency of amending the 42nd clause of the deed of settlement with regard to the election of the president.

From a private letter dated Leeds, 1st July, we learn that the wool sales were to commence on the 15th of the month, and that the quantity arrived up to date was 72,073 bales; viz.:—from Sydney, 17,668; Port Phillip, 30,721; Van Diemen's Land, 9710; Adelaide, 5872; Swan River, 601; and from the Cape, 7501. It was expected that there would be an increase of from 12,000 to 15,000 bales before the end of August.

Monday Morning.

The arrivals yesterday were the Vimeira, from London, with a cargo of general mercandise, and the Boomerang, from Port Curtis, with 39 ounces of gold-dust.

MAITLAND COMMERCIAL AND MARKETS.

Trade this week has been dull, owing to many causes. The heavy rains of the last few days have rendered the roads for a time impassable; country orders are scarce, and little or no communication of a business nature has transpired with any of the Northern gold-fields. The prevailing, but somewhat chilled, excitement, with reference to the Port Curtis diggings, and the daily departure of numbers thither, have also tended to suppress any inclination to speculate, and business for a time may be said to have been at a stand still until news of a more decided nature had been received. That news has now arrived, and has had the effect of causing many to give up all thoughts of removal. Business may therefore now be expected to go on with its usual slow but steady regularity. The town trade is still dull, the rainy weather having doubtless increased the present inactivity of business. The markets remain without any alteration of moment. The non-arrival of the English mail now overdue, keeps up a state of wonder, and little anxiety seems to be evinced for the receipt of advices. Teas are still firm, and hyson skin is not to be procured. Sugars also maintain their figure, and are firm, but with no apparent prospect of a rise. Oilmen's stores, from the great demand existing in the market to supply the Port Curtis demands, have improved in price, and quite a little advance on previous quotations. We notice no other alteration worthy of mention. Carriage still remains abundant, and the supply is greater than the demand. The prospect of luxuriant feed and abundance of water on the roads induces carriers to be anxious to get loading. Rates remain unaltered. In wool we hear of no purchases. Clean wool may be quoted at is 4½d per lb. Sheepskins have been purchased at from 4½d to 8d per lb. Hides have been purchased at from 3s 6d to 7s 6d each. In tallow, a few lots have been sold at from 36s to 38s per cwt. This article is still scarce, and the supply does not equal the demand. The timber market still remains firm, but there is no extent have taken place. It is now pretty well known that stocks are

SYDNEY MORNING HERALD.—Parties desirous of subscribing to the HERALD can be supplied by the following recognised NEWS' AGENTS, who are authorised to give their own receipts for payments:—

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F. Larter	...	Constitution House, South Head Road.
John Airs	...	No. 15, Kent-street, North.
Thomas Pierce	...	Corner of Yurong and Stanley streets.
William Malabury	...	35, Parramatta-street
William Hogan	...	113, King-street East.
F. Codner	...	(for Globe,) 402, Brickfield-hill.
Benjamin Lee	...	(Old HERALD Office,) Lower George-street
F. Codner	...	555, Brickfield Hill.
Peter Munro	...	25, Woolloomooloo-stree
James M'Kinlay	...	Paddington, opposite Barracks.
Messrs. Perdrieu and Co	...	Balmain.
W. Davey	...	North Shore
. Maclean	...	Rushcutter's Bay.
homas Grace	...	Postmaster, Toll Bar, Waverley.
Mrs. Fleming	...	Postmistress, Pyrmont.
J. B. Mummery	...	Chemist, Newtown.
James Dole	...	Camperdown.
Mr. Williams	...	Post Office, Petersham.
Mr. Daniel Kelly	...	Five Dock.
P. M'Grath	...	Longbottom, Concord, &c'
W. West	...	Post Office, Botany Road.
		COUNTRY.
William Abraham	...	Windsor, Richmond, Wilberforce, and Pitt-Town.
B. Mason	...	Parramatta.
James Manfield	...	Smithfield.
E. Goerts	...	Liverpool
Thomas Fisher	...	Campbelltown
George Pope	...	Kissing Point, Ryde.
R. Blair	...	East and West Maitland.
John Wisdom	...	Morpeth
E. Doherty	...	Raymond Terrace.
C. Cottrell	...	Penrith, Emu, and St. Mary's
Bishop and Cullum	...	Newcastle.

THE "SYDNEY MORNING HERALD," containing the "MONTHLY SYDNEY MAIL," will be forwarded to all parts of the world, in accordance with instructions as to address on the following terms: Single copies, including postage stamp, will be charged 6d. each; for the twelve monthly numbers, also including postage stamps, the price will be 5s. per annum via Southampton, and 7s. per annum via Marseilles, payable in advance.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY —INCORPORATED (WITH IMPORTANT PRIVILEGES) BY ACT OF PARLIAMENT OF NEW SOUTH WALES for granting Assurances on Lives, Present, Deferred, and Reversionary Annuities, and Endowments for Children and Old Age, on the principle (PROVED BY AN EXPERIENCE OF 150 YEARS OF KINDRED INSTITUTIONS IN THE MOTHER COUNTRY TO BE THE MOST EQUITABLE AND SAFEST FOR THE ASSURED) of Mutual Assurance and a periodical division of the whole of the profits among the whole of the members.

Chairman—THOMAS HOLT, Esq.
Deputy-chairman—JOHN FAIRFAX, Esq.
ROBERT THOMSON, Actuary and Secretary.
Principal Office—Hunter-street, Sydney.

MARINE ASSURANCE OFFICE, 119, George-street, opposite Jamison-street.—Applications for Insurance received daily from 10 a.m. to 4 p.m. Rate of Premiums, &c., to be obtained at the office. J. B. METCALF, Ship and Insurance Broker. September 20, 1856.

PREMIUMS ON FIRE INSURANCE GREATLY REDUCED.
THE LIVERPOOL and LONDON FIRE and LIFE INSURANCE COMPANY.
Empowered by Acts of Parliament.
Established in 1836.
Having a Colonial Proprietary, and the following Board of Directors in Sydney:
J. S. Willis, Esq., Chairman.

Hon. G. K. Holden, Esq., M.L.C.	J. B. Watt, Esq.
Hon. Sir Daniel Cooper, M.P.	B. Buchanan, Esq.

AUDITORS.
Hon. John Alexander, Esq. | Archibald Campbell, Esq.
MEDICAL REFEREES.
Hon. John Mac Farlane, Esq., MD.
Hon. Arthur M. A'Beckett, Esq., M.L.C.
Bankers—The Bank of Australasia.
Solicitors—Messrs. Norton, Son, and Barker.
Surveyor—Francis H. Grundy, Esq., C.E.
Resident Secretary—A. Stanger Leathes.
Offices, Margaret-street, Wynyard-square.
Capital subscribed exceeding £1,880,000
Accumulated Funds and Capital paid up, exceeding 1,088,000
Of which £130,000 is invested in the colony, in Government and other securities.
Reserve Surplus Fund, £214,000—with unlimited liability of the shareholders.
The Directors continue to grant Policies of Insurance in both departments of the Company's business upon terms which will be found as liberal as those of any other office.
The fact of this Company having, since its establishment in 1836, paid claims exceeding One Million Sterling, (£1,000,000), those during 1857 exceeding £200,000, is the best guarantee that can be offered of its liberality; whilst its enormous annual income, £450,000, and its large amount of accumulated funds, exceeding One Million Sterling, (£1,000,000,) together with the unlimited liability of all the shareholders, are the best proofs of its stability.
Tables of rates for Fire and Life Insurance, in all its branches, and every information, can be obtained from
A. STANGER LEATHES, resident secretary.

THE NORTHERN ASSURANCE COMPANY OF LONDON.
Established in 1836.
Incorporated by Act of Parliament.
Capital, £1,250,000 sterling.
FIRE DEPARTMENT.
RATES OF PREMIUM.
CLASS 1.—Brick or stone buildings—slated, metal, or shingled roofs, occupied as dwelling or counting houses only, from 2s. 3d. to 5s. 9d. per cent. per annum.
CLASS 2.—Brick or stone buildings—slated, metal, or shingled roofs, occupied for storing merchandise, or for purposes of trade, from 3s. 9d. to 7s. 6d. per cent. per annum.
Buildings not included in either of the preceding classes, or if occupied for purposes of any hazardous or specially hazardous trade or calling, may be insured by special agreement.
Losses adjusted and paid in Sydney.
BUTERS and LEARMONTH, agents, 4, Charlotte-place

AUSTRALIAN JOINT STOCK BANK.—NOTICE is hereby given, that interest is allowed by this Bank, on fixed deposits as follows, namely:—
At 5 per cent. per annum for a period of 6 months
4 " " " 3 months
The rate of interest for longer periods to be matter of special arrangement.
For the greater convenience of depositors, Bank Post Bills, with interest added at these rates, respectively, are issued payable to order, and are thus negotiable at any moment.
By order of the Board of Directors,
A. H. RICHARDSON, General Manager.

ENGLISH, SCOTTISH, AND AUSTRALIAN CHARTERED BANK.
(Incorporated by Royal Charter 1852).
Paid-up Capital £500,000
INTEREST ON DEPOSITS.

		Per annum.
Repayable on 7 days' notice	...	2½ per cent
Ditto on 15 ditto ditto	...	3 ditto
Ditto on 3 months ditto	...	4 ditto
Ditto on 6 ditto ditto	...	5 ditto
Ditto on 12 ditto ditto	...	5½ ditto

For sums amounting to £2000 and upwards, interest according to special arrangement.
JOHN YOUNG, Manager.

LONDON CHARTERED BANK OF AUSTRALIA
(Incorporated by Royal Charter.)
Paid-up Capital ... ... £700,000.
DEPOSIT RECEIPTS granted, bearing INTEREST at the respective rates of 3, 4, or 5 per cent. per annum, according to amount and the period for which the money is lodged.
BILLS FOR DISCOUNT received DAILY until 12 o'clock noon.
Sydney, April, 1858. EDWIN BRETT, manager.

ORIENTAL BANK CORPORATION
(Incorporated by Royal Charter.)
Paid-up Capital £1,250,000
Reserve Fund 252,300
Interest will be allowed on fixed deposits, lodged after date, as under, viz.:—

	Per annum.
Subject to 7 days' notice of withdrawal...	2½ per cent.
Ditto 15 ditto ditto	3 ditto
Ditto 3 months ditto	4 ditto
Ditto 6 ditto ditto	5 ditto
Ditto 12 ditto ditto	5½ ditto

And on deposits of large amounts according to special arrangement.
GEORGE K. INGELOW, Manager.
Sydney, 13th April.

GREAT SOUTHERN RAILWAY.—COLLECTION and DELIVERY of GOODS—HENRY REDMAN begs to inform the merchants of Sydney, and the public generally, that he is appointed by the Railway Commissioners Sole Agent to collect and deliver goods in Sydney on their behalf.
H. R. hopes, by punctuality and carefulness, to merit the confidence of the merchants and other. Any number of drays will be supplied on the shortest notice. HENRY REDMAN, Goods' Shed, Sydney Terminus.

SUPREME COURT LUNCHEON and DINING ROOMS, Baker's Hotel, King-street.—J. T. BAKER begs to inform his friends, and the public in general, that the above rooms will be re-opened for their accommodation on MONDAY, the 11th instant. He also assures them that every civility and attention will be paid, the rooms being under his immediate superintendence.
N.B.—A professed cook engaged for the cuisine department.

SYDNEY MECHANICS' SCHOOL OF ARTS.—A new quarter commenced on the 1st of October instant, and the attention of the public is invited to the following advantages which this Institution offers to its members:—
1st. A library, to which large additions of popular and useful works have recently been made.
2nd. A reading-room, unrivalled in its liberal supply of colonial, English, Irish, Scotch, and American newspapers, reviews, and literary and scientific magazines.
3rd. Admission to a weekly lecture during the season, with the privilege of introducing two ladies.
4th. Admission to various classes on the most liberal terms.
A coffee-room adjoins the reading-room, where members can be supplied with coffee, &c., after 5 p.m.
The subscription is 5s. per quarter, £1 per year, or £5 for a life member's ticket.
Tickets can be obtained from the secretary at any time between the hours of 2 and 9 o'clock p.m., in the library of the Institution.
October, 1858. WILLIAM DAVIS, secretary.

SCHOOL OF ARTS' CLASSES.—ANNUAL EXAMINATIONS.—PRIZES.—The Committee of the School of Arts beg to intimate the Examinations will be held in the month of January in all the subjects upon which class lectures have been given during the year.
That all students who have, during any part of the year, attended any class in the institution are eligible for examination in such class.
That two prizes at least will be awarded in each class.
The new quarter has now commenced, and the classes are open to all persons desirous of instruction.
The following is a list of the classes in operation:—

Class.	Teacher.	Day and hours of meeting.	Quarterly fee.
Latin	Rev. J. Woolley	Wed. and Sat. 7.30 p.m.	£1
French	Mr. Curtis	Mon. and Thurs. 7.30 p.m.	£1
Elocution	Mr. Conney	Wed. and Sat. 7.30 p.m.	£1
English grammar and composition	Ditto	Tues. and Fri. 7.30 p.m.	£1
Mathematics	Mr. T. S. Jones	Mon. and Thurs. 7 p.m.	£1
Drawing	Mr. J. Fowles	Tues. and Fri. 7 p.m.	£1
Vocal Music	Mr. C. Chilcott	Mon. and Thurs. 7.30 p.m.	12s. 6d. for 50 lessons.

Classes for German and Instrumental Music will be formed if a sufficient number of pupils offer themselves.
WILLIAM DAVIS, Secretary.
October, 1858.

VICTORIA, by the grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, &c.,
To the Widow and next of kin of THOMAS EDWARDS, late of Mucklewaa, near Mudgee, in the colony of New South Wales, yeoman, deceased, greeting:
WHEREAS it hath been represented unto our Supreme Court of New South Wales, by the Proctor of EDWARD CONN, a creditor of the said deceased, that the said THOMAS EDWARDS, late of Mucklewaa aforesaid, departed this life on or about the seventh day of September, in the year of our Lord one thousand eight hundred and fifty-eight (having, at the time of his death, goods, chattels, and credits in the colony aforesaid), intestate, we do hereby peremptorily cite you and each of you to appear, personally or by your proctor duly constituted, before our said Court, at the Court-house in King-street, Sydney, on the twenty-second day of October instant, at the hour of ten o'clock in the forenoon of the same day, and there to abide, if occasion shall require, during the sitting of the Court, and then and there to accept or refuse letters of administration of all and singular the goods, chattels, and credits of the said deceased, or otherwise to show sufficient cause (if you or either of you knowany) why the same should not be committed to the said Edward Conn, a creditor of the said deceased, on giving sufficient security, and further to do and receive as to law and justice shall appertain, under pain of such letters of administration being granted to the said Edward Conn, as a creditor of the said deceased.
Witness the Honorable Sir ALFRED STEPHEN, Knight, Chief Justice of our said Court, at Sydney, this sixth day of October, in the twenty-second year of our reign.
For the Prothonotary,
D. B. HUTCHINSON,
First Clerk of the Supreme Court.
ROBERT BROWNRIGG MINTER, Proctor for the said Edward Conn, East Maitland, by M. CORBETT STEPHEN, 117, Elizabeth-street, Sydney.

TO GAS CONSUMERS.—The undermentioned persons are the only Gas Fitters licensed by the Australian Gas-Light Company.
Thomas B. Bown
Francis Earle
William Cooper
Kenrick Hampson
Joseph Miller
Frederick R. Robinson
Robert Thomson
James Turner
John Yates.
Australian Gas-Light Company's Office,
Sydney, 28th September, 1858.
R. MANSFIELD.

TO GAS CONSUMERS.—Persons wishing to have their gas-fittings supplied, and fixed by the Company, are requested to send their orders to the office, addressed to the Engineer, when their wishes will be promptly attended tt. Gas Works Sydney, 2nd October.

NEWCASTLE COAL AND COPPER COMPANY. —Shippers and purchasers of Coals are respectfully informed that work has been resumed at the Collieries of the Newcastle Coal and Copper Company; and that coals of first-rate quality, both for steam and household purposes, can be supplied, in any requisite quantities, at their Sheds at Newcastle, with facility and dispatch. Apply in Newcastle, to the manager, Mr. J. T. DONALDSON; or, in Sydney, to Mr. A. POTTER, at the Company's Office, No. 7, Exchange. JOHN P. PERRY, Secretary. 6th October, 1858.

CLYDE RIVER.—JAMES SPENCER CARTER begs to inform the inhabitants of Braidwood and all travelling via Clyde River, that he has opened the Clyde River Hotel, at Currscong Creek, 12 miles from Nelligen.

DENTISTRY.—Messrs. J. and M. EMANUEL, Surgical and Mechanical Dentists, employ the following methods in supplying artificial teeth, from one to a complete set. First, on the roots of the natural teeth; second, on a plate with clasps; third, with spiral springs; fourth, by atmospheric pressure. Messrs. Emanuel guarantee satisfaction. The gold used is twenty carats, and the mineral teeth are manufactured by American, English, and French distinguished artistes. Charges moderate. No. 183, George-street, near Hunter-street.

HOLLOWAY'S PILLS have been placed by the common consent of mankind at the head of internal remedies. To say that in our alternately arid and humid climates they save thousands upon thousands of persons annually from falling a sacrifice to dyspepsia, dysentery diarrhœa, constipation, liver complaint, general debility, remittent fever, etc., is simply to relate a fact attested by clouds of witnesses. No sufferer from scorbutic affections has ever failed to experience relief from them, and they are guaranteed to cure chronic diseases of the internal organs which have previously baffled the skill of the most successful practitioners. — Sold at the establishment of Professor Holloway, 244, Strand (near Temple Bar), London, and 80, Maiden-lane, New York; also, by all respectable druggists and dealers in medicine throughout the civilised world, and in all parts of Australia, at the following prices—1s. 3d., 3s. 3d., and 5s. each pot. ☞ There is a considerable saving by taking the larger sizes. N.B. Directions for the guidance of patients in every disorder are affixed to each pot.

VALUABLE FAMILY MEDICINE.—Dr. Bailey, physician to George the Third, was celebrated for his skill in treating Bilious and Liver Complaints, and has left behind him a very valuable recipe for Antibilious Pills. This REDFORD and BURRELL have secured direct through her Majesty's chemist at Windsor, who for years made them according to the doctor's prescription. Prepared only by REDFORD and BURRELL (late Foss, Son, and Co.), 219, Pitt-street, Sydney, and sold in boxes at 1s. and 2s. each. Also, GOWLAND'S HERALD Office.

HOMŒOPATHIC COCOA. — Messrs. BELL and HUNTLEY have received, ex Margaret Mitchell, a further supply of their Genuine Homœopathic Cocoa. Owing to a rise in English market, the price will be 2s. 3d. per lb. cash.

LADIES' and Children's Coloured Cashmere Elastic Side Boots, at Clapham House, 278, George-street.

BOYS' Elastic Side and Wellington Boots, at Clapham House, opposite London Chartered Bank.

LADIES' and Gentlemen's Elastic Side Boots, in great variety, at Clapham House, 278, George-street.

30 PACKAGES of Ladies' and Children's Summer Boots and Shoes just opened at Clapham House.

CLAPHAM HOUSE CHEAP BOOT AND SHOE DEPOT, 278, George-street, opposite the London Chartered Bank.—Families, storekeepers, and settlers will find an immense variety of superior Boots and Shoes at the above address, and at prices, in most cases, actually below those charged for the slops sold at some of the noisy puffing shops. Observe the address—J. M. ILLIDGE, Clapham House, 278, George-street.

TARPAULINS and WRAPPERS for SALE. Apply to Mr. FORD HERALD Office.

FINCH'S NUTRITIVE CREAM, a preparation unsurpassed for its valuable powers of promoting the growth, restoring, and improving of the hair, imparting that soft, silky lustre, so true a criterion of its healthy state.
The advantage of its use to the young cannot be too strongly impressed on all who have the charge of them; for it is by early attention to the human hair that it will retain its luxuriance during the longest life.
This unique preparation affords a decided restorative to those who, from fever or other causes, have lost their hair.
In bottles, 2s. 6d. and 4s. 6d. each.

The DANDRIFF LOTION.—The great prevalence of dandriff in the hair has called forth a variety of lotions, more or less successful in removing this very unpleasant and distressing disease of the scalp.
This wash is prepared from a recipe extensively used and prescribed by that eminent physician, Dr. Locock, and is one of the most efficient as well as safest preparations for that purpose.
It also imparts a delightful coolness to the head.
In Bottles, 2s. 6d. each.

FINCH'S VEGETABLE TOOTH POWDER.—The most agreeable and best preserver of both teeth and gums from disease, decay, and pain.
It gives to the teeth a dazzling whiteness, at the same time imparting a fragrance to the breath. Its valuable properties render it an excellent preventative as well as remedy for sponginess of the gums, the source of so much pain and inconvenience.
Price 2s. per box.

Prepared cocoanut oil for the hair
Toilet powders, tooth brushes
Cold cream of roses
Hair dyes; Brand's enamel for stopping decayed teeth, &c., &c.
A large and choice assortment of perfumery from the best houses in London and Paris.
CHARLES C. FINCH, late J. and E. Row, 64, King-street, Sydney.

BOYS' CLOTHING, Boys' Clothing.—Every variety cheaper and better than at any other house in the Australian colonies, at Commerce Hall, 783, George-street South, between the Railway and Haymarket.

SUMMER GOODS, of Select quality and style, are now open. J. EXTON, Habit Maker, &c., Hunter-st.

GOLD-FIELDS, Gold-Fields, Gold-Fields. — Selling Off, Selling Off, Selling Off,
Coloured and white blankets, and tents, cheap
Jumpers, Scotch twill shirts, mole trousers
Regatta and white shirts, at cost price.
TO THE LADIES.
French flounced muslins, 12s. 11d., 18 yards
Ditto organdie muslins, 6s. 11d. full dress
Balzorines, 5½d. per yard; usual price, 8½d.
French bareges, 7½ l. per yard, worth 13d.
Shawls and mantles, at English cost.
Parties from the country are earnestly requested to call and see a list of prices.
S. CLARK'S, New London House, 99, Pitt-street.

FLOWERS, FEATHERS, Straw Bonnets, and Hats, of every description, on SALE, at the Stores of GREGORY, CUBITT, and CO., manufacturers and importers, Wynyard-street, Sydney, and 15, Aldermanbury, London.

SIXTEEN Cases of Drab Summer Hats.—Just landed, ex H. B. Mildmay, and Royal Sovereign, the above hats; also, a large assortment of black, white, drab, slate, and fawn colored Ladies' Riding Hats; military and navy Caps and ornaments, gold and silver bands and cords, cockades, trimmings, feathers, gloves, cap peaks, &c., &c. Hats and caps made to order. B. MOUNTCASTLE, hat manufacturer and importer, 319, George-street; and 64, Market-street.

CONTINUATION of the great Monster Sale, at No. 247, Pitt-street, next door to the Victoria Theatre, in consequence of opening a shop at the diggings, where the whole is now SELLING OFF, at a still greater reduction:—

	£	s.	d.
Electro-plated cruet frames	0	14	6
Ditto parlour candlesticks, a pair	0	8	6
Ditto chamber, each	0	4	6
Ditto piano, a pair	0	7	6
Ditto snuffers and tray	0	6	6
Ditto butter coolers	0	7	6
Ditto toast rack	0	6	6
Ditto teaspoons, per dozen	0	6	0
Sterling silver thimbles, each...	0	1	0
Ditto guard-chains	0	5	6
Solid gold shirt studs, per set...	0	6	6
Colonial gold wedding-rings, each	0	6	6
Ditto keeper, ditto	0	7	6
Black brooches	0	1	6
Real jet bracelets, per pair	0	2	6
Neat silver watches, jewelled, warranted ...	2	0	0
Ditto gold ditto	4	0	0
Solid gold-guard chains, from	1	5	0

With lots of other bargains at equally low prices. Don't neglect this opportunity, as you will save at least 50 per cent. on everything you may purchase. Remember the address—No. 247, Pitt-street, next door to the Victoria Theatre.
N.B.—A large lot of clocks, from 8s. 6d. each.

FOR SALE.—A well-bred Kangaroo Bitch. Apply to Mr. J. GRIBBEN, farrier, Castlereagh-street.

HAVANAH CIGARS, genuine, bond and duty paid. EDW. ROTTMANN and CO., Circular Quay.

EDW. ROTTMANN and CO. have on SALE.—Claret, a genuine article, in 1 dozen cases
Brandy, port wine, in wood and bottle
Sherry, paperhangings, superior optics, &c.

SUPERIOR London Carriages, single and double, Brougham on C springs, Barouche, driving and family Phaetons. All by Nurse and Co. Regent-street. EDW. ROTTMANN and CO., Circular Quay.

FINE GREEN and BLACK TEAS.—For SALE, by the undersigned, a small lot of Hyson, Gunpowder, and Young Hyson; also, Souchong and Congou Teas, ex Gertrude and Lemuella, in packages of 14 to 22 lbs. each. KEELE, CAMPBELL, and CO., 35, Hunter-street.

BRANDY, in hogsheads—Martell's, Hennessy's, Bonniot's, Baron Heun's, and Bernard's
Ditto, in case, various brands
Rum—Jamaica, B. P., and Mauritius, of extra strength, neutral spirit, &c.
Whisky—Campbelltown, in bulk and case
Geneva, key brand
Old tom, in cases, hogsheads, and quarter-casks.
WINES, in wood and bottle.
Cockburn and Graham's port
Cosens and Gonzales's, and Dubrey's sherries
Tozer's ditto
Claret, "Chateau Bellair"
Champagne, "Le Forestier's," and other brands
Ale and porter, bottled
Cyder, Marnetti's, foreign liqueurs
Cordials, &c.
Tobacco, lion brand, in half-tierces
No. 2 cigars.
TEAS.
Congous, in chests, half-chests, and boxes
Souchong, in chests
Oolong, in quarter-chests
Hysonskin, in boxes
Young hyson, in quarter-chests
Gunpowder.
SUGARS.
Mauritius
Current clayed, taal, and Java
Coffee—raw, and prepared in tins
Arrowroot—Manila and Bermuda
Sago, tamarinds, jam and jellies
Confectionary, curry powder.
OILMEN'S STORES.
Pickles—pints and quarts; bottled fruits
Salad oil, sardines, salmon, &c.
Starch, blue, washing soda
Hams, bacon—Irish and York
Woolpacks and three-bushel bags
Hollowware, in tierces
American chairs.
DRIED FRUITS.
Currants, Barcelona nuts
Apples, &c.
Liverpool and dairy salt
Patna rice, Champion's vinegar, in quarter-casks and cases
Hops, wax vestas
Tumblers, invoices of
Assorted drapery, slops, &c.
For SALE by KEELE, CAMPBELL, and CO. 35, Hunter-street.

FOR SALE.—
5 and 6 horse power portable steam-engines, on wheels
10 ditto ditto, ditto
1 ditto ditto, ditto
Turning lathes, crab winches, and cranes
Harrows, ploughs
Leather belting, cotton waste
Calthness pavement, patent safety fuse
Galvanised wire, rivets and washers
White lead, tar, pitch, and turps
Rosin, plaster of Paris, small anchors
Three-bushel bags, Europe rope
Glenfield's patent starch, Belmont candles
Tobacco pipes, Bath bricks
Byass' and Marnetti's bottled beer
Dark brandy
Brown paper, boots, &c.
CAIRD, PATERSON, and CO.

LEA and PERRIN'S celebrated WORCESTERSHIRE SAUCE.—The undersigned having been appointed agent for this highly esteemed article, purchasers may avoid the numerous imitations by applying to him direct, —through whose agency wholesale dealers may import the sauce direct from Lea and Perrin. S. A. JOSEPH, Margaret-street.

CLAPSHAW'S Cricket Bats and Duke's Cricket Balls on SALE. J. KEEP, ironmonger, Barrack-street.

TOOLS, for Tinmen and Goldsmiths.—A wire-drawer's bench, an iron forge, a turner's lathe, with support, fix, and tools; and different tinmen's tools are to be sold, 57, Lower George-street, second floor.

CONTINUATION OF CLEARANCE SALE for a FEW DAYS MORE.—WEIGHT and JOHNSON beg to make known to their friends, whom the late wet weather has prevented from participating in the bargains offered at this establishment during the past week that they will continue the sale for a few more days, and submit the following list, including a large quantity of new goods:—
Yard-wide longcloth, 8½d. per yard
Ditto Horrocks' ditto, 3s. 11d. per dozen
Stout sheeting, 2 yards wide, 8½d. per yard
Toweling, all linen, 6½d. ditto
Huckaback, 7½d. ditto
Stout brown holland, 5½d. ditto
Damask, 2 yards wide, 1s. 4½d. ditto
Cotton tick, 4½d. ditto
Large white counterpanes, 4s. 11d. each
Toilet covers, 8½d. each
Stout derry, 4½d. per yard
Drab twill jean, 6½d. ditto
Tweed for trousers, 7½d. ditto
Gambroon, 11½d. per yard
Wide mosquito net, 10½d. ditto
Window muslins, 12 yards, 2s. 11d. per piece
Curtain nets, 4½d. per yard
Curtains in great variety
The alliance dress, quite a new article, 7s. 11d.
Hoyle's muslins, very cheap
Plain and checked llamas, 1s. 3½d. per yard
Diaper towels, all linen, 5s. 9d. dozen
Glass ditto, ditto, 5s. 10½d. ditto, ready for use
Huckaback towels, 8s. 9d. ditto, ditto
Nursery diaper, 2s. 9d. per piece
Oil baize, 10½d. per yard
Yard-wide prints, 3½d. ditto
Yard-wide Hoyle's best, 5½d. ditto
Coburgs and alpacas, 7½d. ditto
French twill, 10½d. ditto
Muslin collars 9½d. each
Ditto habit shirts, 1s 6d. ditto
Ditto sleeves, 1s. 9d. ditto
Ditto sets, 5s. 9d. ditto
Bonnet ribbons, 7½d. per yard
Ladies' straw hats, 2s. 11d.
Dunstable bonnets, 6½d.
Bonnet fronts, 9½d.
Dress caps, 1s. 6d.
Head dresses, 9d.
Bracelets and necklies, 6d.
War dolls, 9d.
Work boxes, 1s. 11d.
Writing desks, 6s. 11d.
Carpet bags, 2s. 11d.
Ditto, 1s. 11d.
Morocco ditto, 4s. 9d.
READY-MADE CLOTHING.
Tweed coats, 8s. 6d.
Doeskin ditto, 10s. 6d.
Black cloth sac, 21s.
Ditto tagliont coats, 15s. 6d.
Ditto frock ditto, 25s.
Dress ditto, 21s.
Alpaca sac, 6s. 6d.
Drab kersey driving coats, 30s.
Boys' coats, all sorts and sizes
Brown cotton half-hose, 3d.
Knitt wool hose, 1s.
Silk cravats, 1s.
Men's alliance trousers, 6s. 11d.
Ditto tweed ditto, 7s. 6d.
Ditto doeskin, 12s. 6d.
Ditto black cloth ditto, 15s. 6d.
Boys' doeskin trousers, 5s. 9d.
Men's ditto vests, 6s. 9d.
Ditto satin ditto, 6s. 9d.
Ditto brocaded ditto, 5s. 9d.
Ditto regatta shirts, ready for use, fine, 2s. 6d.
Ditto white ditto, 2s. 11d.
Boys' and youths' shirts, equally low
Lambswool shirts, 2s. 6d.
Welsh flannel ditto, 3s. 11d.
Moleskin trousers, best, 4s. 9d.
Double-backed Scotch twill shirts, 2s. 4½d.
Large blankets, per pair, 7s. 11d.
Jumpers, 4s. 9d.
Straw hats, 1s.
Observe the address—
WEIGHT and JOHNSON, Liverpool and London House, 249 and 251, Pitt-street, two doors south Victoria Theatre.

CHEAP ROOFING.—Cheap roofing, ready shaped, for fixing, at 32s. 6d. per square. PARTRIDGE'S Guttering and Ridge-capping Manufactory, 103 and 105, Bathurst-street East, late Wright's Brewery.

POTATOES.—10 Tons of Brown's River Potatoes for SALE. Apply to WM. WRIGHT, 28, Bathurst-st.

V. D. L. Oaten Hay, hydraulic-pressed. E. H. POLLARD, Queen's-place.

FOR SALE, forty Heifers and Dairy Cows, to be seen at J. M. Antill's, Esq., Picton. THOMAS DAWSON, 167, Harrington-street.

FIREWOOD for SALE, cheap, in lots to suit purchasers. Apply WILLIAM WALKER, waterman, Grafton Wharf.

FOR SALE.—Manila arrowroot and Calcutta ginger
Tea in half-chest, in bond and out of bond
Cigars, Havanah imitation
Common glass ware and plate glass
Single barrel guns, and cavalry swords
Pictures and looking glasses in gilt frames, accordions
Fancy goods, watch chains, brooches, &c.
Invoices of silk and velvet buttons, necklies, and braces
Black broadcloth, black doeskins, and woollen velvets.
LENDER, MULLER, and CO., King-street, corner of Commercial Wharf.

EASTERN PRODUCE.—For SALE, ex Deva, from Singapore, new landing,
Black and white pepper
Penang cloves
Nutmegs and mace
Fine white pearl sago
Tapioca, &c.
LENDER, MULLER, and CO., King-street, corner of Commercial Wharf.

PICKLED SALMON, in casks of 100 lbs.
Lobsters, oysters, and salmon, 1 and 2 lb. tins
Picks, Underhill's and Collins and Co.'s.
On SALE by
A. TANGE and CO., 8, Wynyard-square.

SUMMER GOODS, of select quality and style, are now open. J. EXTON, habitmaker, &c., Hunter-street.

GOLD SCALES, large, for gold buyers, for SALE, by THOMAS PALMER, 7 Bridge-street.

PHOTOGRAPHIC CHEMICALS and Apparatus constantly on SALE, securely packed and sent to all parts of the colonies. Price lists on application. J. S. NORRIE, practical chemist, 341, Pitt-street.

300 BALES Oaten and Lucerne FOR SALE, 794, George-street. J. YEOMANS.

FITZROY DIGGINGS.—Supplies for Gold Diggers.—Collins' American picks, shovels, and axes
Simmons' single and double end picks
Prospecting pans, camp kettles, and balers
Galvanised buckets, gold scales and weights
Californian cradles, on improved principles, made to order.
At J. KEARY'S, wholesale and retail ironmongers, 44, Pitt-street North.

FITZROY DIGGINGS! FITZROY DIGGINGS!! DIGGERS' BELTS, fancy patterns, cheap and good
HORSE and BULLOCK HARNESS, superior to any imported
KIP BOOTS, best quality, of any description.
All the above, COLONIAL MADE, best quality, at HALL and ALDERSON'S, 221, Elizabeth-street.

TO SETTLERS and STOREKEEPERS.—The undersigned have constantly on hand,
Woolpacks, 10 to 10½ lb.; woolbagging, 5 widths
Bags, sewing twine, fine and coarse
Sheepshears, Sorby's and Wilkinson's
Sugars, rice, tea, flour, and tobacco
Mole trousers, Scotch twill shirts
Wines and spirits, &c.
And every article requisite on a station.
JAMES MORT and CO., 175, Pitt-street.

ENAMELLED and JAPANNED HIDES, superior to imported, and 50 per cent. cheaper, at HALL and ANDERSON'S, 221, Elizabeth-street.

ADELAIDE FINE FLOUR, 100 lb. bags. N. CASTON, 8, Macquarie-place.

COAL.—170 Tons best Lancashire Coal, now landing, ex David M'Ivor, from Liverpool, on SALE, by WILLIS, MERRY, and CO. Exchange, 7th October.

MAIZE, MAIZE, MAIZE.—For SALE, a quantity of first-class Maize, at the Baltic Wharf. Apply to NORTHWOOD and CO., foot of Market-street.

ELLIOTT'S PURE SAGO FLOUR, prepared expressly for children and invalids. It affords more nourishment than any other description of farinaceous food, and will agree with the most delicate stomach. Sold wholesale and retail by ELLIOTT, 107, George-street, opposite the Bank of Australasia.

NOTICE to CONTRACTORS, Builders, and others.—W. W. BUCKLAND most respectfully intimates a further reduction in the prices of Messrs. Doulton and Company's Patent Glazed Stone Ware Drain Pipes, and is prepared to tender for supplies of any quantity, with all the necessary bends, junctions, gullys, syphons, traps, closets, &c., at prices defying competition. It is unnecessary to speak of the superiority of the manufactures of Messrs. D. and Co., the patentees and original exporters of this merchandise. The City Drain and Water Pipe Depot, No. 2, Macquarie-place.

EARTHENWARE, 250 Crates assorted, suitable for country buyers. W. W. BUCKLAND, Macquarie-place.

SLATE CISTERNS, from 100 to 300 gallons, fire bricks &c., on SALE. W. W. BUCKLAND, Macquarie-pl

70,000 SLATES, best blue Bangor; duchesses 24 x 12, and 22 x 11; countesses, 20 x 10. W. W. BUCKLAND.

GINGER BEER Bottles.—2000 gross on hand. W. W. BUCKLAND, Macquarie-place.

500 BARRELS Cement; Portland and Roman Plaster of Paris, &c. W. W. BUCKLAND, Macquarie-place.

CAPE BARLEY, CAPE BARLEY.—Prime sample. WALKER and SON, York-street.

BEST CAPE BARLEY.—A very clean sample. WALKER and SON, York-street.

SEED OATS.—Prime Seed Oats, of excellent quality. WALKER and SON, York-street.

SEED BARLEY.—Prime Cape Barley, fit for seed WALKER and SON, York-street.

WHEAT FOR FOWLS.—Damaged Wheat, for Poultry. WALKER and SON, York-street.

FOR SALE, about 12 Tons Europe Hops. JAMES MALCOLM and CO., 152, George-street.

1,000,000 (ONE MILLION) FEET TIMBER, of every description, at lowest prices. W. FAIRFAX and SON.

COTTAGES, complete, from £40 and upwards, ready for immediate erection. W. FAIRFAX and SON.

WEATHERBOARD COTTAGES and STORES, any dimensions, extra strong, of the best materials. Patent wood roofing, 1½ inch thick, impervious to heat or wet, suitable to any climate, at moderate rates. Terms per post. W. FAIRFAX and SON.

IMPORTANT to BUILDERS, CONTRACTORS, &c. —W. FAIRFAX and SON are prepared to execute orders for joiners' work, to any extent, at the present prices.

MOULDINGS, SKIRTINGS, ARCHITRAVES, Casement, Venetian Shutters, Doors, &c., of every design and description.—W. FAIRFAX and SON solicit the attention of all engaged in building operations, to their new and powerful machinery, their establishment being the most extensive and complete in the colonies. Steam Moulding Mills, Woolloomooloo Bay.

100,000 FEET Baltic, American flooring and lining boards. ROLFE, Circular Quay.

100,000 FEET Baltic and Oregon deals, boards. W. H. ROLFE, Circular Quay.

120,000 FEET sawn Cedar, doors, sashes, mouldings. ROLFE, Circular Quay.

90,000 FEET Clear pine, all thicknesses; pickets, &c. ROLFE, Circular Quay.

200,000 FEET Colonial hardwood, shingles, battens, laths. ROLFE, Circular Quay.

FATTENING STATION.—GARLAND and BINGHAM have for SALE, a most choice Fattening Station, situated between the Berwin and Narran, one of

SALES BY AUCTION.

First Class Assortment of Summer Boots and Shoes.
Just landed, ex Constantine.
Positive Unreserved Auction Sale of 95 Packages of Boots and Shoes.
Manufactured by Messrs. J. Davies and Sons.
By order of Messrs. Scott, Henderson, and Co.

To Shippers to the Fitzroy Gold-Fields, Boot and Shoe Buyers, Storekeepers, and others.

To commence punctually at 11 o'clock.

JOHN G. COHEN has been favoured with instructions from Messrs. Scott, Henderson, and Co., to offer for unreserved sale, at the Bank Auction Rooms, on TUESDAY next, October 12th, 1858, at 11 o'clock precisely,
95 packages of Davies and Sons' boots and shoes, just landed, ex Constantine, comprising a very excellent assortment, viz.,

SH in diamond
439-40— 72 pairs gents' calf wellington boots
441-4 —144 pairs gents' calf wellington boots
445-50—216 pairs gents' calf princes boots
451-4 —144 pairs gents' calf princes boots
455-6 — 72 pairs men's kip princes boots, bradded
457-8 — 72 pairs gents' memel boots, elastic sides, calf goloshed
459-62—144 pairs gents' memel boots, elastic sides, calf goloshed
463-6 —144 pairs gents' memel boots, elastic sides, calf goloshed
467-8 — 36 pairs gents' patent wellington boots
36 pairs gents' patent princes boots
469-70—100 pairs men's calf blucher boots
1 gross extra laces
471-3 —150 pairs men's calf blucher boots, bradded
1½ gross extra laces
474-8 —200 pairs men's stout kip blucher boots, bradded
2 gross extra laces
479-83—250 pairs men's stout kip blucher boots, bradded
2½ gross extra laces
484— 59 pairs men's kip blucher boots, nailed and for plates
½ gross extra laces
485-8—200 pairs men's kip blucher boots, nailed
2 gross extra laces
489— 18 pairs boys' and youths' memel boots, elastic sides, calf goloshed, 10-4
18 pairs youths' and boys' memel boots, enamel goloshed, 10-4
490—72 pairs youths' and boys' calf blucher boots, 10-4
½ gross extra laces
491-2—144 pairs boys' and youths' kip blucher boots, brass bradded, 10-4
1 gross extra laces
493-4—144 pairs boys' and youths' kip blucher boots, rough bradded, 10-4
1 gross extra laces
495-8—200 pairs women's calf lace boots, brass bradded, 3-8
499 355 — 48 pairs ladies' best cachmere boots, patent fronts, elastic sides
356 — 48 pairs ladies' best cachmere boots, patent fronts, elastic sides, military heels
500 357-8 — 96 pairs ladies' cachmere boots, patent fronts, elastic sides
501 359-60— 96 pairs ladies' cachmere boots, patent fronts, elastic sides
502 361 — 48 pairs ladies' cachmere boots, patent fronts, elastic sides, military heels
362 — 48 pairs ladies' cachmere boots, patent fronts, to lace, military heels
503 363-4 — 96 pairs women's cachmere boots, patent fronts, elastic sides
504 365 — 48 pairs women's cachmere boots, patent fronts, elastic sides, black bottoms
366 — 48 pairs women's cachmere boots, patent fronts, elastic sides, black bottoms, top piece heels
505 367 — 48 pairs ladies' kid top boots, elastic sides, patent fronts, military heels
368 — 48 pairs ladies' best cloth boots, welts, elastic sides, patent goloshed military heels
506 369 — 48 pairs ladies' cloth boots, welts, elastic sides, patent goloshed, military heels
370 — 48 pairs ladies' cloth boots, welts, elastic sides, patent goloshed, top piece heels
507 371 — 24 pairs women's cloth boots, elastic sides, goloshed, black bottoms
24 pairs women's cloth boots, elastic sides, patent goloshed, white bottoms
372 — 48 pairs women's cloth boots, to lace, patent goloshed, black bottoms
508 373 — 24 pairs ladies coloured cachmere boots, elastic sides, plain fronts
— 24 pairs ladies' coloured cachmere boots, elastic sides, patent fronts
374 — 48 pairs ladies' coloured cachmere boots, to lace, patent fronts
509 375 — 6 dozen girls' best kid top boots, elastic sides, patent fronts, 10 to 3
376 — 6 dozen girls' cachmere boots, elastic sides, patent fronts, 10 to 3
510 377-8 — 12 dozen girls' cloth boots, welts, elastic sides, patent goloshed, 10 to 13
511 379-80— 12 dozen girls' cordovan boots, welts, top piece heels, 10 to 13
512 381-2 — 12 dozen girls' grain boots, 10 to 13
513 383 — 6 dozen children's best cachmere boots, elastic sides, patent fronts, 6 to 9
384 — 6 dozen children's best cloth boots, welts, to button, top piece heels, 6 to 9
514 385-6 — 12 dozen children's cachmere boots, elastic sides, patent fronts, 6 to 9
515-16 387-90—24 dozen children's cloth boots, welts, elastic button, sides, patent goloshed, 6 to 9
517 391 — 6 dozen children's memel boots, welts, to cordovan fronts, 6 to 9
392 — 6 dozen children's best morocco balmoral boots, patent fronts, top piece heels, 6 to 9
518 293-4— 12 dozen children's cordovan boots, welts, top piece heels, 6 to 9
519 395-6— 12 dozen children's cordovan boots, welts, top piece heels, 6 to 9
520 397-8— 12 dozen children's cordovan boots, top piece heels, 6 to 9
521 399 — 6 dozen children's best cloth boots, mock welts, to button, 2 to 5
400 — 6 dozen children's cloth boots, mock welts, to button, 2 to 5
522 401 — 6 dozen children's best cachmere boots, to button, patent fronts, 2 to 5
402 — 6 dozen children's best cachmere boots, elastic sides ditto, 2 to 5
523 403 — 6 dozen children's cachmere boots, elastic sides ditto, 2 to 5
404 — 6 dozen children's cachmere boots, patent fronts, elastic sides, 2 to 5
524 405 — 6 dozen children's best black morocco boots, patent fronts, to button, 2 to 5
406 — 6 dozen children's best memel balmoral ditto, patent fronts, top piece, heels 2 to 5
525 407-8 — 12 dozen children's coloured morocco balmoral boots, 2 to 5
526 409 — 6 dozen children's best patent calf shoes and straps, 6 to 9
410 — 6 dozen children's patent calf shoes and straps, 6 to 9
527 411 — 6 dozen children's best patent calf shoes and straps, welts, 6 to 9
412 — 6 dozen children's patent calf shoes and straps, welts, 6 to 9
528 413 — 6 dozen children's best patent calf shoes and straps, mock welts, 2 to 5
414 — 6 dozen children's patent calf shoes and straps 2 to 5
529 415-16— 12 dozen children's patent calf shoes and straps, 2 to 5
530 417-18— 12 dozen children's grain shoes and straps, 2 to 5
531 419 — 6 dozen men's patent albert slippers
420 — 6 dozen men's margate slippers
532 421-2 — 12 dozen men's buff slippers
533 423-4 — 12 dozen women's margate slippers.

The above selection will be found on examination to be one of the best that has ever been sent to this colony for some considerable time. Buyers are requested to be punctual in their attendance.
Terms, exceedingly liberal, at sale.

To Builders, Contractors, Iron Founders, and others.

MR. ANDREW ALLAN is favoured with instructions from the Right Worshipful the Mayor to sell by auction, on TUESDAY, the 12th October, at 11 o'clock, at the Corporation Depot, corner of Bridge and Phillip streets,
A quantity of building materials, &c., the property of the Municipal Council, consisting of
68 cast iron flap junctions
41 syphons
30 curb valves
831 iron gratings
About 10 tons old iron pipes and grating
1 large boiler and flap
3 water locks
1 weigh-bridge
23,286 old bricks
900 new ditto
3600 radiating ditto
37,238 new bricks
And sundries.
As the above must be cleared off the premises within one week from the day of sale, they will be sold without reserve.
Terms, cash.

TUESDAY'S Drapery Sale.
TUESDAY, 12th instant.

Pritchard's and Braun's Black Hats.

CHATTO and HUGHES have received instructions to sell by auction, at their Sale Rooms, 400, George-street, on TUESDAY, the 12th instant, at 11 o'clock,
6 cases best Paris silk hats, makers—Pritchard, Louis Braun.
Terms at sale.

TUESDAY, 12th instant.

Canadian Hats
Drab, Shell, and Merino Hats
Panama Hats.

CHATTO and HUGHES have been instructed to sell by auction, at their Sale Rooms, 400, George-street, on TUESDAY, 12th instant, at 11 o'clock,
13 cases, consisting of
White Canadians
Coloured ditto
Drab shell hats
Merino hats
Panama hats.
Terms at sale.

THURSDAY, 14th October.

Entire Stock in Trade, Fixtures, &c., &c., of Mr. G. D. Harrison, Stationer, Bookseller, &c., George-street, opposite the Police Office.

CHATTO and HUGHES have been instructed to sell by auction, on the premises occupied by Mr. G. D. Harrison, stationer and bookseller, George-street, opposite the Police Office, on THURSDAY, the 14th instant, at 11 o'clock,
The entire stock in trade, comprising
General and well-assorted stationery
Valuable books;
☞ And a complete circulating library, with catalogues complete. Also
The fixtures, &c., belonging to the business.
Terms at sale.

TUESDAY'S Drapery Sale.
TUESDAY, 12th October.

To Tailors
Drapers
Outfitters, and others.
☞ A most superior shipment of Summer Slops. Direct from the celebrated house of Henry Gardiner and Co.
Ex Damascus,
Speedy,
Wave of Life.
28 Cases and Trunks of Suitable and Seasonable Goods.

CHATTO and HUGHES have received instructions from the importers to sell by auction, at their Sale Rooms, 400, George-street, on TUESDAY, 12th instant, at 12 o'clock,
28 packages summer clothing, comprising
Men's fancy flannel suits
Ditto white cricketing suits
Ditto shepherd suites
Men's plain and fancy drill
Gents' lama cloth coats
Ditto super black doe coats
Ditto super fancy ditto ditto
Ditto best black, white, and coloured moire vests
Ditto ditto ditto, ditto, ditto silk ditto
Ditto fancy marcella vests
Ditto fancy washing silk ditto
Ditto black and fancy doe vests
Ditto black and tweed trousers
Ditto superior black doe trousers
Ditto plain and fancy drill ditto
Boys' and youths' suits in great variety, &c., &c.
Terms at sale.

TUESDAY'S Drapery Sale.
TUESDAY, 12th October.

To Drapers
To Storekeepers
To Shippers.
138 Packages New Drapery Goods, ex late arrivals.

CHATTO and HUGHES have received instructions from the importers to sell by auction, at their Sale Rooms, 400, George-street, on TUESDAY, the 12th October, at 11 o'clock,
15 bales longcloths
5 bales Lisburne shirtings
3 cases furnitures
2 cases venetians and gothics
5 cases printed muslins
4 cases Swiss and harness curtains
7 cases Hoyle's 5-4 prints
4 cases 9-8 fancies
10 cases stout canvas
5 bales 72-inch grey sheeting
6 bales 33 and 36 inch domestics
3 bales cotton ticks
3 cases coloured lenos
2 cases plain coloured French delaines
5 cases parasols
4 cases ladies' and children's underclothing
2 cases sewed trimmings
3 bales summer flannels
12 bales Horrocks' longcloths
2 cases American shirts
2 cases white and coloured kid gloves
5 cases girls' and women's drab and brown hats
3 cases infants' and girls' new leghorn hats
3 cases 6-4, 7-4, 8-4, and 9-4 coloured Victoria table covers
2 cases embroidered muslin curtains
7 cases men's white and regatta shirts, W.B
5 cases boys' and youths' ditto ditto
2 cases 8-4 and 10-4 linen damasks
5 cases men's merino shirts and pants
1 case fancy bonnet ribbons
1 case sundries.
138 total.
☞ The whole of the above goods are recently landed and shipped expressly to meet the coming season.
Terms at sale.

States.
On Botts' Wharf.
To Builders, Architects, Timber Merchants, and others.

BOWDEN and THRELKELD will sell by auction, on Botts' Wharf, Lower Fort-street, THIS AFTERNOON, at half-past 2 o'clock,
20,000 slates, 20 x 10, all more or less
5,000 ditto, 18 x 9, ditto ditto
9 000 ditto, 16 x 10, ditto ditto
6,000 ditto, 22 x 11, ditto ditto.
Terms at sale.

Paving Stones.
Ex Northern Light.

BOWDEN and THRELKELD will sell by auction, on Botts' Wharf, Lower Fort-street, THIS AFTERNOON, at half-past 2 o'clock,

25	paving stones	6 0 x 3 0 x 5
20	ditto	6 0 x 3 0 x 2½
1	ditto	5 0 x 3 0 x 2½
23	ditto	5 0 x 3 0 x 2½
20	ditto	5 6 x 3 0 x 2½
9	ditto	6 0 x 2 0 x 1½
	ditto	4 5 x 2 0
	ditto	4 0 x 2 0

Terms at sale.

Choice New Goods.
Just landed, ex Wave of Life, from London, for positive Sale.
To Grocers, Storekeepers, Country Buyers, Shippers, and the Trade generally.

New Patras Currants
Shell Almonds
Eleme Raisins
Prime English Bacon
Compton's prime York Hams
Royal Neva Sperm Candles
Hill and Ledger's Bottled Fruits
Red Herrings, in tins
Moir's Salmon
Salad Oils. Also,
Patna and Java Rice, Preserved Ginger in Syrup, three-Bushel Bags, &c., &c.

BOWDEN and THRELKELD are instructed by the importers to sell by auction, at the City Mart, 362, George-street, on TUESDAY next, the 12th instant, at 11 o'clock,
Ex Wave of Life.
4 carotoels fine new Patras currants
2 bales shell almonds
50 boxes Eleme raisins
25 baskets new Normandy pippins
10 cases prime English bacon
10 cases Compton's prime York hams
8 cases English prime cheese
10 cases best double Gloster ditto
25 cases half-pints salad oil
25 ditto pints ditto
20 ditto quarts ditto
50 ditto Hill and Ledger's dark bottled fruits
10 ditto ditto red herrings, 2 lb. tins
10 ditto Moir's salmon
10 ditto Hogarth's ditto
10 ditto lobsters
500 cases royal Neva sperm candles, full weights
100 cases Onge Ke brand preserved ginger
200 bags Java rice
100 bags best Patna rice
10 bales three-bushel bags
&c., &c., &c.
Terms at sale.

TUESDAY, 12th instant.

Lucerne Seed
Esparsette Seed
Caraway, Clover, and Canary Seed.
For Positive Sale.
To Market Gardeners, Florists, Seedsmen, and others.

BOWDEN and THRELKELD will sell by auction, at the City Mart, 362, George-street, on TUESDAY next, at 11 o'clock,
10 bags lucerne seed
10 ditto esparsette ditto
10 ditto caraway ditto
10 ditto white clover ditto
40 ditto red clover ditto
5 barrels canary ditto.
Terms at sale.

Important and Unreserved Sale of Boots and Shoes.
132 Trunks, now landing, from the houses of
James Davies and Sons
Homan and Co.
And other makers.
To the Trade and Country Buyers.

Day of Sale, WEDNESDAY, the 13th instant.

FRITH and PAYTEN will sell, at the Sydney Auction Rooms, on the above date, at 11 o'clock,
The above shipments of boots and shoes consisting of
Gents' patent dress wellingtons, bevils
Ditto light calf ditto, ditto
Ditto ditto ditto princes, ditto
Ditto kid top boots, patent calf, goloshed, E.S.
Ditto memel ditto ditto, patent seal ditto
Men's light calf bluchers
Ditto stout ditto ditto, bradded
Ditto ditto kip ditto, hobnailed
Ditto ditto ditto, watertights, ditto
Ditto ditto lace boots, ditto
Ditto ditto mining boots, ditto
Ditto ditto light calf bluchers, 10 to 4
Ditto ditto stout ditto, bradded
Ditto ditto kip ditto, ditto
Women's calf lace boots, brass bradded
Ladies' best cloth boots, welts, E.S., patent goloshed
Ditto ditto, patent seal goloshed, T.P.H.
Ditto kip top boots, pps., E.S.
Ditto ditto, to lace, T.P.H. and medium heels
Ditto memel top boots, enamelled goloshed, T.P.H., E.S., and to lace
Ditto best cachmere boots, pps., E.S.
Ditto ditto, to lace
Ditto coloured cachmere boots, to lace, and E.S.
Ditto patent calf slippers and sandals
Ditto ditto seal ditto ditto
Girls' coloured cachmere boots, 2-5 and 6-9, to lace and E.S.
Ditto cachmere boots, 6-9, 10-13, E.S., B.B., T.P.H.
Ditto cloth boots, to button, mock welts, 10-13
Ditto ditto ditto, E.S., T.P.H., 10-13
Ditto cordovan boots, pps., T.P.H., 6-9, 10-13
Ditto grain ditto ditto, 6-9, 10-13
Ditto cordovan shoes and straps, welts, 6-9, 10-13
Ditto patent calf ditto, 6-9, 10-13
Ditto ditto, pps., 8-9, 10-13
Children's cordovan ditto, welts, 6-9, T.P.H.
Ditto ditto, pps., 2-5
Ditto best cloth boots, to button, mock welts, 2-5
Ditto ditto cachmere ditto, E.S., 2-5
Ditto ditto morocco balmoral ditto, 2-5
Ditto ditto patent calf shoes and straps, 2-5
Ditto grain ditto ditto, 2-5
Ladies' carpet and margate slippers
Men's buff margate and carpet ditto.
Terms at sale.

Bostock's Boots and Shoes.
45 Trunks, ex Wave of Life.
To the Trade and Country Buyers.

Day of Sale, WEDNESDAY, the 13th instant.

FRITH and PAYTEN will sell at the Sydney Auction Rooms, on WEDNESDAY, the 13th instant,
45 trunks of Bostock's choice goods, consisting of
Gents' light calf wellingtons
Ditto ditto princes
Ditto dress E. S. boots
Ditto E. F. shoes
Men's light calf bluchers, bevils
Ditto ditto, brass bradded
Ditto ditto, stout bradded
Youths' and boys' bluchers, bradded
Women's calf lace boots
Ladies' cachmere boots, E.S.
Ditto ditto, to lace
Ditto cloth boots, patent vamps, T.P.H.
Ditto cordovan goloshed boots
Gents' best grain slippers.
Terms at sale.

POSTPONEMENT of LAND SALE on the Williams River.—Messrs. DURHAM and IRWIN beg to notify that the sale of the FARM on the Williams River is unavoidably postponed.

Hedfern Estate.
Without any Reserve.
Important to Small Capitalists as a profitable investment, or a Snug Home, close to the City.

G. F. BAKER has been favoured with instructions to sell by public auction, at his Land Sale Rooms, corner of Pitt and Bridge streets, on TUESDAY, the 12th of October, at 11 o'clock,
A superior freehold property, consisting of an allotment of land 25 feet by 36, on which is erected a substantial wood cottage of three rooms, plastered and papered inside, situate in a reserve street running from the Botany Road to Botany-street, and close to the Storm King public house.
For further particulars apply to the auctioneer.
Terms, cash.

MONDAY, 11th October.

Neat Household furniture, Oil and Water Colour Paintings, Engravings, Ornaments, Pair of Globes, China and Glass, American Cooking Apparatus, &c.

PURKIS and LAMBERT will sell by public auction, at the residence of Mr. Cahill, No. 132, Bourke-street, Surry Hills (one door beyond the Cockatoo Inn), THIS DAY, 11th instant, at 11 o'clock precisely,
All the superior furniture, the greater part of which is new, and of colonial manufacture. Upon inspection it will be seen that in selecting the useful, the ornamental has not been forgotten; and the whole collection evinces a considerable display of taste.
BREAKFAST and DINING-ROOM FURNITURE.
Bookcase, horsehair sofa, trafalgar chairs, lady's rosewood worktable; loo, chess, dining, and side tables; French clock (21 days), pier glass, engravings (beautifully framed), oil paintings, ornaments, pair of globes, carpets and hearthrugs, fenders and fire-irons, easy chair, cane-seated chairs, cheffonier, &c.
SILVER TEA and COFFEE SERVICE. Dinner service, breakfast-set and tea set (in china), cruet stands, toast rack, and candlesticks (electro-plated), decanters, wine glasses, tumblers, &c.
BEDROOM FURNITURE.
4-post bedstead, mattress and pallias, double washstand and furniture, chest of drawers, toilet table, lot of matting, French bedstead, mattress, &c., towel horse, dressing glasses, &c.
KITCHEN REQUISITES.
Large deal dresser, American cooking apparatus (No. 8) with all its appurtenances, chairs, wire safe, kitchen clock, buckets, tubs, water-casks, &c.
Lot of fowls, fuel, &c.
Terms, cash.

TUESDAY, 12th October.

To Stationers, Pictures Dealers, and others.
6 Cases Choice Framed Engravings.
Just landed, ex L. A. Bang.

PURKIS and LAMBERT have received instructions from the importers, to sell by auction, at their Mart, George-street, on TUESDAY, the 12th instant, at two o'clock,
An invoice of engravings as under,
Trials of Charles I. and Earl of Strafford
Joan of Arc making a sortie
Goatherd of Snowdon, Eve of Edgehill
Inundation, and Queen among her Subjects
Laying Down the Law, and Baronial Hall
Herring's Farm Yards and Stable
Ditto Stable Scenes
Coloured Sketches on the Road
Right Sort, coloured, Woman of Samaria
Death of Douglass, Surrender of Mary Queen of Scots
Dignity and Impudence, Park Hacks
Escape of Wesley, Wolsey Receiving the Cardinal's Hat
Grace Darling, John Knox, Reading the Bible
Slave Traffic on the Coast of Africa
Distinguished Member of the Humane Society
Highland Refugee, Labour and Rest
Spanish Monks, Preaching at Seville
Jessie Bowen, Fathers of the Pack, Irish Courtship
Army and Navy, Happy Time, Church Porch
Marriage and Baptism, plain and coloured
The Happy Time, coloured, Good Doggie
Doing the Elegant, Wellington Banquet
Joan of Arc Devoting Herself, The Chase
Artists' Proofs on India
Madame Rachel, The Queen's Favourites.
Terms, cash.

TUESDAY, 12th October.

Superb Lot of China Ornaments,
Just landed.

PURKIS and LAMBERT will sell by auction, at their Mart, George-street, on TUESDAY AFTERNOON, at 2 o'clock,
An invoice of elegant China ornaments, assorted.
Terms, cash.

TUESDAY, 12th October.

To Photographic Artists and others.
Photographic Materials.

PURKIS and LAMBERT will sell by auction, at their Mart, George-street, on TUESDAY, the 12th October, at 2 o'clock,
An invoice, as under—
Daguerreotype cases
Double ditto
Preservers
Passepartout
Framed rosewood cases
Trays, fancy ovals
American cases
Mats and preservers
Photographic glasses
German mats, mounted.
Terms, cash.

WEDNESDAY, 13th October.

To Stationers, Dealers, and others.
10 Cases, just landed, ex L. A. Bang.
Metallic Books
Account Books
Adhesive Envelopes
Cream-laid Note Paper
Perforated Cardboards
Copy Books, Prayer Books
Whatman's Drawing Paper.

PURKIS and LAMBERT have received instructions from the importers to sell by auction, at their Mart, George-street, on WEDNESDAY, the 13th instant, at 11 o'clock,
An invoice of new goods, as under—
Long folio daybooks, 3, 4, 5, 6 quire
Broad ditto ditto, ditto ditto
Best metallic books
Foolscap ledgers, demy ledgers, memorandum books
Thirds forrill books, 1½, 2, 2½ quire
Double entry foolscap ledgers, forrill, 3, 4, 5, 6 quire
Single entry ditto ditto, ditto ditto
Day books, quarto flush books
Mavor's spelling books, foolscap cyphering books
Sixpenny primers
Post copybooks, lithographed covers
Collins' printed headings
Double folio pocket-books
Cream laid adhesive envelopes
Black bordered envelopes
Penny song books
Magnum bonum and Prout's pens
Accommodation holders
Black bordered note paper
White tissue paper
Perforated cardboards, Mitchell's holders
De La Rue's thirds, small thin enamel cards
Large enamel thirds, ivory, small ivory
Post 8vo clasp books, leather
Glass cases, containg 6 gross each, B. B. envelopes
Concertina books
Mordan's, Ackerman's, and Brookman's pencils
Cream laid note paper
Bill books, manifold writers
Ledgers, single entry, roan, basil, rough calf
Journals, rough calf
Prayers and church services, silk velvet
Whatman's elephant made drawing paper
Dream books, story books, quill pens
Rulers, clasp books, &c.
Terms, cash.
☞ The above have been selected by a well-known judge of the requirements of the trade.

Two Days' Sale of New Drapery.
182 Packages of Goods, now landed, ex Wave of Life, Damascus, &c.
To Warehousemen, Drapers, Storekeepers, Outfitters, and others.

On THURSDAY, 14th, and
FRIDAY, 15th instant,
Commencing each day precisely at 11 o'clock.

MESSRS. CHAS. MOORE and CO. have received instructions from Messrs. Thacker, Danielli, and Co. to sell by auction, at their Rooms, Pitt-street, on the above days,
All their recent importations by the above vessels, and other late arrivals, consisting of—
SPRING NOVELTIES,
French printed muslins
British ditto ditto
Ditto organdie ditto
Jaconet ditto
French printed balzarines
Ditto ditto chintzes
Ditto ditto bareges
Ditto bareges, self colours
Ditto delaines
Printed ditto
Hoyles' ditto
Ditto 5-4 prints
Ditto light grounds
Ditto chintzes
9-8 and 7-8 fancy ditto
Fancy silks
Ditto self colours
Ditto glaces
24-inch black glaces
Rich robes
Ditto ditto, double flounced
Barlston ginghams
Ditto, checked and plain
Tissue shawls
Grenadine shawls
Printed cashmere ditto
Fancy bonnets
Chip, rice, and mohair ditto
Millinery ditto
Bonnet ribbons
Silk gloves
Kid ditto.
COTTON, WOOLLEN, and LINEN FABRICS,
Horrocks' longcloth
Medium shirtings
Bleached sheetings
72-inch greys
36-inch ditto
33-inch ditto
Rolled shirtings
Ditto jaconets
Crinolines
Corded skirts
Moleskins
Imitation Welsh flannels
Ditto Saxony ditto
Worsted damasks
Union ditto
Challi checks
Huddersfield ditto
Colonnade moreens
White dimities
Coloured ditto
Irish diapers
Ditto linens
Ditto lawn handkerchiefs
Rough browns
Dressed hollands
Huckabacks
12-4 and 13-4 marcella quilts
Ditto imperial ditto
8-4, 9-4, and 10-4 counterpanes
Ditto ditto coloured ditto
FASHIONABLE and USEFUL MADE-UP CLOTHING.
Alpaca coats
Fawn and drab ditto
Ditto ditto new shapes
Black cloth paletots
Ditto ditto shooting coats
Black cloth oxonian ditto
Fancy silk warp ditto
Boys' and youths' ditto
Ditto ditto fancy vests
Gents' cream drill ditto
Ditto black satin ditto
Ditto cloth ditto
Ditto fancy marcella ditto
Ditto white ditto ditto
Fancy doe trousers
Light tweed ditto
White and brown drill ditto
Drab and millers' mole ditto
C.M. ditto, scolloped tops
Scotch twill shirts
White shirts, washed and boxed
Ditto ditto, Swiss fronts
Beaufort ties
Fancy bands
Printed corahs
I.R. braces.
Terms at sale.

Preliminary Notice.
Unreserved Drapery Sale.
WEDNESDAY, October 13th.

MR. CHARLES TEAKLE has been instructed to sell by auction, at his new Rooms, 293, George-street (near the Royal Hotel), on WEDNESDAY next, October 13th, at 11 o'clock,
Without reserve.
About sixty packages seasonable drapery, summer clothing, millinery, hats, &c.
Particulars in future advertisements.

Positive Sale.
City Allotments.
Two Valuable Blocks of Land, fronting Harrington, Cambridge, and Gloucester streets.
Title—Unquestionable. For full particulars of which apply to John Williams, Esq., solicitor, Pitt-street.

RP. RICHARDSON has received instructions to sell by public auction, at the Rooms, Bank-buildings, George-street, on FRIDAY, 15th October, at 11 o'clock,
The following valuable city allotments:
Lot 1—A block of land having frontages of 39½ feet to Harrington and Cambridge streets, a few yards beyond Essex or Brown Bear-lane, and adjoining the property of T. W. Smart, Esq.
Lot 2—An allotment of land, on the east side of Gloucester-street, having a frontage to that street of 27 feet 8 inches, nearly opposite the Whalers' Arms Inn.
The value of the position of the above is undeniable, being in the centre of the most populous part of the city, close to the Queen's Wharf, Circular Quay, and all the principal business establishments.
Plans and full particulars at the Rooms.
Terms at sale.

Messrs. Lane and Co.'s Stores,
George-street.
Postponement of Sale.

MR. R. P. RICHARDSON has received instructions from the attornies of the vendors, to postpone the sale of the above valuable city property to MONDAY, 1st November, when it will be positively sold to the highest bidder.
Bank-buildings George-street, 8th October.

For absolute Sale.
By order of the Mortgagee.
Petersham Railway Station.
The Native Home Inn, at the junction of the new Canterbury and Cook's River Roads, a few yards from the above station. Also a handsome stone-built Cottage Residence, the whole occupying upwards of Three-quarters of an Acre of Land.

Title unquestionable, full particulars of which can be obtained from Messrs. Stenhouse and Hardy, solicitors.

RP. RICHARDSON has received instructions from the mortgagee to sell by public auction, at the Rooms, Bank Buildings, George-street, corner of Jamison-street, on FRIDAY, 15th October, at 11 o'clock,
All that piece or parcel of land, containing by admeasurement 3 roods 7 perches, more or less, being lots 22 and 23 of section 3 of the subdivision of block 3 A of the Petersham estate, bounded on the south by the north side of the new Canterbury Road, commencing at the intersection thereof with the east side of the new Cook's River Road 145 feet; on the east 198 feet; on the north 211 feet; and on the west by the new Cook's River Road 200 feet, on which have been erected the NATIVE HOME INN, a most substantial stone-built house, containing large bar, seven apartments, and balcony, extending the whole length of the building; large yard, stables, water, &c., at the rear.
This well-known inn is now in full trade, doing a capital business, which, from its position, it will always command. The whole of the house is in thorough repair, and is remarkably well finished in every respect.
Also, a stone-built COTTAGE RESIDENCE, containing verandah, hall, four rooms and a kitchen, with garden, yard, water, &c.
The cottage is built a short distance from the inn, and is a neat, genteel residence, most conveniently situated. It has been lately occupied by Mr. George Longhorne.
☞ The above valuable freehold is known as Mr. Ward's property, who, it is well known, spared neither time nor money in building it in a really substantial manner. Parties in search of a good investment in a first-rate position, are invited to inspect the property prior to the sale, which will be unreserved.
Full particulars at the Rooms.
Terms at sale.

Under Distress for Rent.

H. H. NEWMAN will sell by public auction, at 12 o'clock noon, THIS DAY, on the premises, No. 276, Crown-street, near William-street,
A quantity of superior household furniture, &c.

MONDAY'S Regular Sale.

MR. H. D. COCKBURN will sell, THIS DAY, by auction, at his Mart, at 11 o'clock,
Household furniture, comprising chests drawers, tables, chairs, bedsteads, cheffoniers, sofas, cupboards, kitchen utensils, sundries. Also,
Crockery, clothing, watches, jewellery, books, guns, &c.
Terms, cash.

DUKE-STREET, WOOLLOOMOOLOO.
TWO SUBSTANTIAL HOUSES.

Title—unquestionable.
Terms at sale.

MORT and CO. have received instructions to sell by public auction, at the Rooms, Pitt-street, on WEDNESDAY, 13th October, at 11 o'clock,
Those TWO HOUSES, Nos. 85 and 87, situate on the western side of DUKE-STREET. They are built of stone and brick, with shingled roofs, are two stories high, and each house contains front verandah and balcony, and 4 rooms, with kitchen at the rear. They are in thorough repair, all the rooms are papered, and three of them in each house fitted with good grates.
WATER LAID ON.
The two houses stand on a block of land having about 25 FEET FRONTAGE to Duke-street, and there is a reserved back entrance leading to each of them.
☞ This is just the time for small capitalists to tep in and invest their money profitably. The above ar really desirable tenements, and they will be sold SEPARATELY or TOGETHER, to suit the demands of purchasers.
PLAN on view at the Rooms.

TOWN OF SINGLETON, PATRICK'S PLAINS,
Allotment No. 256, fronting CAMPBELL and BOURKE STREETS.
Title Unquestionable.
Terms at Sale.

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 20th October,
All that allotment of land containing a quarter of an acre, more or less, situate in the TOWN OF SINGLETON, with frontage to both Campbell and Bourke streets, being allotment No. 256 of the original subdivision of that town.
☞ This is a very valuable block of land. It is situate at the rear of Mr. Thompson's store, within a short distance of the CALEDONIAN HOTEL, and in the very heart of the town.

DARLING POINT.
DELAMERE HOUSE AND GROUNDS.
Title, unquestionable.
Terms at sale.

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 13th October,
That delightful villa residence, DELAMERE HOUSE AND GROUNDS at Darling Point, adjoining WINSLOW, the property of Captain Pike, and in the immediate neighbourhood of GREENOAKS, MOUNT ADELAIDE, THE WILLOWS, CARTHONA, LINDSAY, and other of the choicest properties in that truly beautiful neighbourhood.
DELAMERE HOUSE is built of stone, is of the Gothic order of architecture. It contains verandah, entrance hall, dining and drawing rooms, library, and five bedrooms. In the basement, opening into the yard, are a spacious kitchen, cellar, storeroom, &c. The out-offices comprise coach-house and stable, with hay loft, and sleeping apartment over; also, small store, coal shed, &c.; cow shed, and other convenience. There is also a capital well of water, fitted with pump.
THE GROUNDS, which are tastefully laid out, and with beautiful lawn in front of the house, occupy an area of about an acre and a half, with considerable frontage to the main Darling Point Road, and bounded on two other sides by a reserved road.
☞ This truly delightful residence is situated on the heights of Darling Point, and occupies one of the loveliest sites in that neighbourhood. The view from the house embraces almost the entire extent of the waters of the harbour, and its various bays and inlets.
The house is a pretty gothic structure, and is now in perfect order, ready for the reception of a family. The grounds are substantially enclosed.
Plan on view at the Rooms, Pitt-street.
*** DELAMERE HOUSE and grounds adjoin the property of Captain Pike. Parties desirous of inspecting before the day of sale will be furnished with cards, on application to MORT and CO.

CLARENCE RIVER DISTRICT.
SHERWOOD STATION, and about 1050 CATTLE
Distant about 25 miles from GRAFTON.
Terms

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on TUESDAY, 19th October,
That choice station, SHERWOOD, situate on the URARA RIVER, in the neighbourhood of the runs of Messrs. Shannon and Small, and adjoining Mr. DUNCAN'S well-known station of GLENUGIE.
The country consists chiefly of undulating ridges and open flats, is well grassed and permanently watered, and is ESTIMATED to carry 2000 CATTLE.
The IMPROVEMENTS are—A superior four-roomed cottage, with detached kitchen, &c; a good and extensive horse-paddock, a good garden, stockyard, &c.
With SHERWOOD will be sold 1050 CATTLE, more or less, a very superiod mixed herd, consisting of a fair proportion of cows and bullocks.
*** A considerable number of the cows are BROKEN IN TO BAIL, and are adapted for dairying purposes, and there are some very choice WELL-BRED BULLS running with the herd.
A DRAFT of FAT CATTLE may be taken this season.
*** Horses, dray, bullocks, stores, &c., to be taken at a valuation.
☞ The above is a very choice cattle station; and from the extent and character of the improvements, and its proximity to water carriage, is admirably adapted for a homestead and dairy station. The cattle are a very nice quiet herd. On the whole it is a choice cattle property.

SINGLETON, HUNTER RIVER.
TWO BLOCKS OF 640 ACRES EACH.
Title, unquestionable.
Terms at sale.

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 20th October,
Two blocks of land, containing 640 ACRES EACH, situate in the COUNTY OF DURHAM, about 30 MILES FROM MAITLAND.
One block adjoins the Government reserve at Singleton, is bounded by land belonging to Henry Dangar, Esq., and is within about three miles of the town of Singleton.
The other block is distant from Singleton about five miles, and adjoins property belonging to — Lethbridge, Esq.
☞ Proprietors of property in this locality should attend this sale, as the above are for positive sale. Parties purchasing now cannot fail to realise a very handsome profit when the railway is opened to Singleton, as the facilities of communication must add very much to the value of all lands in the neighbourhood of the line.
Plan on view at the Rooms.

DISTRICT OF NEW ENGLAND.
That compact station MOORABAC, distant 30 miles from the post town of WALCHA, about 70 miles from Armidale, and within 80 miles of water carriage.
Terms—

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on TUESDAY, 19th October.
That capital station MOORABAC, situated in the district of New England, in the neighbourhood of the well-known station of C. D. Fenwick, Esq. It consists of good open ridgy country, interspersed with flats, abundantly grassed, and well watered in the driest season, and ESTIMATED to CARRY 1000 HEAD of CATTLE.
The IMPROVEMENTS consist of stockman's hut, stockyard, horse and cultivation paddocks.
With the Moorabac station will be sold 600 HEAD of CATTLE, more or less a mixed herd, quiet, and well-bred.
MORT and CO. would call attention to this compact little station, which is adapted, not only for fattening, but is also an excellent dairy run; for which latter purpose, its proximity to the northern diggings, as well as to a good shipping port, give great additional advantage.
It is particularly worthy the notice of

PROPOSED PRESBYTERIAN COLLEGE AND MR. S. D. GORDON, THE CHAIRMAN OF THE SELECT COMMITTEE

To the Editor of the Sydney Morning Herald.

SIR,—I am glad that I have now the view of so qualified a member as Mr. Plunkett, as to whether my statement was receivable or not. From the first I was satisfied that my statement was receivable; but now I feel my position strengthened by the view of Mr. Plunkett, and of others both in and out of the House, whose opinion I value as vastly preferable to that of Mr. Gordon and his friend Mr. R. O'Connor. I have nothing, however, to say against Mr. O'Connor. In my letter on Tuesday I said nothing to his disparagement; so that Mr. Gordon's attempt last night to secure the sympathy of the members by saying that my letter "implicated an executive officer of that House, the Clerk of Assembly"—and again, at the close of his address, as if he thought he had struck, in mentioning this, a telling chord, "he would not have thought it necessary to trouble the House with his explanation had not an executive officer of that House been implicated in the charges"—I say this attempt of Mr. Gordon to confuse and complicate the matter in dispute, so as to bespeak the sympathy of the members, was but of a piece with his whole conduct throughout this business. If I had had the power of reply on the floor of the House I would have probably caused Mr. Gordon to feel that his only refuge was under that "ample wing" of Mr. O'Connor, under which he was delighting to nestle when he ordered the suppression of my paper. But the members will observe that in my letter on Tuesday I said nothing to "implicate" that executive officer; on the contrary, what I said excused Mr. O'Connor, and fastened the whole odium of the proceeding upon Mr. Gordon himself. Mr. O'Connor may be a very suitable executive officer, and even on this matter he might be abundantly qualified to give a valuable opinion, if he were properly asked, and if he properly understood the question put; but no man, any more than Mr. O'Connor, could give an opinion which would be worth a straw, if misled by the interrogator, and so misled as to give the answer which the interrogator desired. I charged Mr. Gordon, and I charge him again, with misleading Mr. O'Connor; I laid the whole weight of my charge on Mr. Gordon himself; but Mr. Gordon, feeling that weight too much for him, wished to drag Mr. O'Connor into the bearing of a share of it. Here the members will see Mr. Gordon's tortuous way.

Again, Mr. Gordon persists in the course which misled Mr. O'Connor, so as to mislead, if possible, both the Assembly and the public. Like those whose obtuseness of intellect is only equal to their mulishness of will, Mr. Gordon's way of refuting a charge, or of replying to an accusation, is to say over again that upon which the charge rests. I charged him with putting the matter unfairly before Mr. O'Connor, to my damage in committee; and the way Mr. Gordon refutes this is, first, to allege that I charge him falsely, and then to put the matter in the same unfair way before the Assembly, to my damage in the house! Only a Principal could be thus mightily stubborn. But, if all writing and reasoning should be lost upon Mr. Gordon, surely there are others in the Assembly whose position, while not so elevated as that of Mr. Gordon, is that of unwarped and honourable disinterestedness. When I was asked by Mr. Gordon, "if I had any further information to give the committee," I conceived that that fairly opened the door for me to expatiate on all the points which bore on the several allegations of the petition. I had information—considerable information—to give the committee beyond what they had asked for in their questions; and I conceived I had a perfect right to enter into those allegations as fully as I could. The simple circumstance that the information which I wished to give was thrown into the form of notes, for my own use, could not in any way dissentitle me to give that information and claim the hearing of the committee. If the committee had been bent upon having all the information which could be got, as Mr. Gordon pretends to, they would have been glad to hear the utmost that I had to say; but no, two hours were sufficient, it would appear, to exhaust the subject—to give these gentlemen all the information which they desired. Two hours, no doubt, were sufficient for the purpose, had the matter been in the hands of competent and disinterested men; but when it is considered that, when I was examined, there were five committee men present—all of whom asked questions—and all of whom asked the questions which pleased themselves,—it is easy to see that not only two, but twenty, hours could be spent in putting and answering the most irrelevant questions, and the professed subject of investigation be quietly put out of sight under a mass of verbiage. Two experienced barristers, one for and another against, will exhaust any witness in half an hour, because the one will fetch out what the other wishes to pass by; but in a committee which is so select as that—the five examinators present are all on one side—what are two hours for the elucidation of the truth? And so, precisely, it was in this case. Let any one of the members refer to the evidence which was taken, and they will see that there was scarcely a question put which was not, directly or indirectly, calculated to gratify the wish of a petitioner; scarcely a question put which could properly be said to be investigating the matter. And how could it be otherwise? He who had elevated them into a select committee—their particular friend, the petitioner—was present, shedding his powerful influence over his humble servants, keeping them to their work, making them very officious to please him, and actually, by his whispering and his smiles, guiding the committee according to his wish. I do say that, when I saw petitioner in the room, I received an impression of the committee which will not soon be effaced. Now, it was under these circumstances that I was examined; and two hours were frittered away in proposing and answering the most senseless questions. I felt myself, therefore, bound to give the information which I had prepared to give in the notes which I had written. It was evident that the committee did not wish that information. At any rate, after the assurance which I gave them that the statement which I desired to make contained nothing but a full reply to the allegations of the petition before them, one would have thought that they would have given me every facility for the making of such a statement. When, therefore, I saw that there was a disposition to throw objections in the way of my stating what facts I had collected in reply to the petition, I felt that the partiality of the committee was going to be carried out with a high hand, so I stood upon my right to state, and to state in full, the facts which I had prepared. If the simple circumstance that these facts were written on paper had been objected to, I could have pocketed my paper and spoken to the facts. But no exception was taken to this circumstance, and therefore I made use of my notes which I held in my hand. I hope members will attend to this, as the secret of my refusal either to hand in my notes, which nobody could read, or to write out those notes in a legible hand, was the revealed indisposition of the committee to hear my statement, and my conviction that they were indisposed to receive it at all, even without knowing what it was. I could not credit the disinterestedness of a committee who so unreasonably showed themselves disinclined to hear first what I had got to say, and then to receive or refuse what I had said. I ask Mr. Gordon, I ask the committee, I ask the Assembly, what right had the chairman of this select committee to request me to give the information which I was prepared to give in the form of an appendix? Does Mr. Gordon not show that an appendix is inferior to evidence; and what right, I repeat, had he, as chairman, to request that I should depreciate in value the facts which I had collected, from evidence, to an appendix? How could he tell, I demand, whether my statement should form an appendix or evidence proper, seeing he did not know what my statement contained? If an appendix be inferior to evidence, I charge Mr. Gordon with deliberately attempting, as chairman of the select committee, to mislead myself in suggesting that I should make an appendix of a statement which I valued as of great importance. As he did not know what my statement was, what did his suggestion amount to—but that I should enfeeble and destroy the very information upon which I depended for the elucidation of the truth? As he did not know what my statement was, what did his suggestion prove?—but that having prejudged the case, my statement should be made as an appendix, as lame, and as feeble, and as suspicious as possible. I take Mr. Gordon's own explanation of the matter; he went on to say last night that, when I was asked if I had any further information to give the committee, I produced a paper which I wished to read as part of my evidence; that he suggested the committee could not receive it as evidence, but that it might be received as an appendix. He again suggested that I should write out the information which I had to give, and that it should form an appendix. Now, let it be observed that Mr. Gordon thus suggested, before he heard the statement read—before he knew what it was—that I should make it an appendix. Now, as Mr. Gordon draws a distinction between evidence and appendix, I wish to know upon what principle of honour or justice he could suggest to me, before he knew whether my statement was of the nature of evidence proper, or only of an appendix, that I should consent to place it before the committee and the Assembly and the public in the enfeebled form of an appendix? Was it because I declined to be examined upon its facts? Was it because I requested the committee to receive it without hearing it, or knowing what it was? Mr. Gordon will not dare to say that either of these was the reason why he suggested that I should make my statement an appendix, for I never declined to be examined upon its facts, and my only request was that I should read it to the committee. Had Mr. Gordon said, we shall first hear what you have got to say, and then we shall decide whether your statement should be received as evidence or appendix; then I can understand that, after the statement had been made, the chairman might have intimated that, from the character of the statement, it could only be received as an appendix to the evidence which I had already given, and offered me the alternative of having it received as an appendix or rejected altogether; but I cannot understand, and I defy Mr. Gordon to explain, on what principle of justice or equity the statement was objected to before it was made—the suggestion was offered that the statement should be received in the powerless form of an appendix.

I was going to make a remark on the curious observation which Mr. Gordon made last night,—"That he considered it his duty to bring the matter, as to whether my statement should be received, before a fuller committee" than that which heard it delivered; but I let it pass with a mere statement of the fact: the meeting which heard my statement consisted of four and the chairman; the meeting which decided that it should not be received, consisted of only three and the chairman, and of those three, only two had heard the statement!

Mr. Gordon called the attention of the members to the fact that my statement had found its way into the columns of the *Herald*, and that therefore they could see it for themselves; and he was quite sure that the members would agree with him that the committee did right in rejecting the document. Now, of this he is not quite sure. If the members are true to themselves, I am satisfied that there is enough in that statement, of evidence proper, for them to ask the question why was this statement suppressed on the bare opinion of Mr. R. O'Connor? Mr. O'Connor's opinion was plainly wrong. But I ask, was Mr. O'Connor to be made responsible for the suppression of that document? Members will see how eagerly Mr. Gordon catches at any straw, to make up a case, and to frame an excuse. He wishes to drag Mr. O'Connor into the responsibility. And when he finds that the document has got abroad, he wishes, by sneering at the document, to divert the attention of the members from the point at issue, his unwarrantable suppression of it, to the point which is not at issue, the value of the document itself. If the document, from its length, were as objectionable as he wishes to make it appear, that would in no way justify the course which he has taken, first to mislead Mr. O'Connor, and then to suppress it. Why did the document not appear as an appendix if it were judged inadmissible as evidence? Did Mr. O'Connor give it as his opinion that the said document could not be received as an appendix? It was Mr. O'Connor's opinion that a written statement might be received as an appendix; wherefore, then, did not this document appear as an appendix, seeing that Mr. Gordon offered, as he admits, at first, to insert it as an appendix?

Mr. Gordon summed up his address, which he began with a blunder, confounding a question of privilege with a question of personal explanation (and observe, this is the chairman who suppressed my statement)—he summed up his address, not as a Principal, but as a hero, "I never intended to please Mr. M'Gibbon, and, therefore, I did not please him!" Well, that was mightily consoling. That is his greatest political achievement on record. He is quite proud of it. But he ought not to boast. I never expected he would please me—he is not the kind of man with which I ever could be pleased. Nay, I am resolved never to be pleased with him, until he has more sincerity in his heart and light in his head.

I am, Sir, yours, &c.,
JOHN M'GIBBON.

Sydney, October 8th.

PRESBYTERIAN COLLEGE.

To the Editor of the Sydney Morning Herald.

SIR,—Might I ask the favour of a short space in your columns for a few observations on the report of the "Select Committee of the Legislative Assembly appointed to enquire into and report upon the statements and allegations made in a petition from Rev. John Dunmore Lang, D.D., relative to the proposed Presbyterian College."

The report sets out by declaring it to be the belief of the committee that the Legislature intended that there should be but one Presbyterian College, and that this college should be equally open to all Presbyterians. Whether such was really the intention of the framers of the Colleges Act or not, this much I think must be admitted, that there is nothing in the Act itself to imply that such was not their intention. On the contrary, the absence of all restriction in the Act appears to favour the idea that such was their intention. There can be no doubt at all, I think, that the Legislature never contemplated giving aid to more than one Presbyterian College; and I am disposed to believe with the select committee, that it was really intended by the Legislature that the benefits of the college should be extended to all Presbyterians as far as this might be practicable. With this part of the report I have no fault to find.

The report next proceeds to state that the procedure of the joint committee (of Synod of Australia and of Eastern Australia) was manifestly intended to exclude the Presbyterians attached to the Synod of New South Wales, of which Synod Dr. Lang may be said to be the father and the founder. Now, I respectfully remind this select committee that it is a very difficult and delicate matter to judge of the secret intentions and purposes of any man, or body of men; and I cannot help thinking that the committee have gone somewhat too far in pretending to be able to discover the spirit and divine the hidden purposes of those who took part in the procedure complained of by the petitioner. I happen to be one of that number, and I do feel that the committee do me great wrong by imputing such intention to me. I can honestly say that I for one had no such intention—I had no wish to exclude Dr. Lang, or any member of the Synod of New South Wales. On the contrary, it was my desire that he should, if possible, be included. That there may have been individuals in this joint committee actuated by no good feeling towards Dr. Lang is possible, but I feel confident that I am stating fact when I say, that the majority were really desirous that Dr. Lang should be included, being of opinion that from his acknowledged ability and great experience in connection with education, he might lend most important aid in conducting this enterprise aright. But when the proposal was made to include him, difficulties presented themselves which did then, and do still, appear to me to be insuperable. We had the fact before us that a sentence of deposition had been passed on Dr. Lang by the Synod of Australia, and we felt that we could not ask the members of that Synod to ignore this act of the Synod. Then, again, the principles avowed by Dr. Lang on the subject of Church and State relationship seemed to present another insurmountable barrier. It was then not any ill intention toward Dr. Lang on the part of the joint committee that excluded him, but the insurmountable difficulties just referred to. If, therefore, the committee had reported that the joint committee, although desirous of including Dr. Lang, were precluded from doing so by the difficulties arising out of his peculiar position and avowed principles, they would have been stating the truth far more accurately, in my judgment, than by declaring that it was the committee's intention to exclude him.

The report next speaks of a discovery made by the committee of a discrepancy between the Colleges Act and the deed of grant to the senate of the University. It is well that this matter has been brought out. In so far the committee has been of some service. The Free Church party have undoubtedly been co-operating in the belief that the deed of grant was in harmony with the Act, and that the land was equally available for all Presbyterians. I trust that this will be rectified, and that the deed of grant will somehow be brought into agreement with the Colleges Act.

The report concludes by recommending that the Legislature should refuse to pass any Act for the incorporation of a Presbyterian College until steps have been taken *de novo* by the parties concerned, and in particular until the above recommendation has been complied with.

Now I do not at all object to the latter part of the recommendation that the Legislature refuse to incorporate a Presbyterian College until the mistake in the deed of grant has been corrected; but the other part of the recommendation, viz., that the Legislature should withhold its sanction until steps have been taken *de novo*. This, I confess, appears to me most unwarrantable and unwise, and one no way likely to secure the end sought to be attained by the Legislature. For what good result can reasonably be expected to follow from beginning the thing *de novo*? If the committee are of opinion that, if the matter were begun *de novo*, as they recommend, a bas a might be discovered on which all Presbyterians could consistently co-operate in carrying out the object of the Colleges Act, there might be some sense in the recommendation, but I cannot see what ground there is for such a belief. I hold that the committee in making such a recommendation are bound to show what good end would be gained by adopting it. To recommend the Legislature to withhold from the Presbyterians their legal right in this matter, until they have all come to an agreement among themselves, and have consented to work together, is just to recommend that there be no Presbyterian College. For I fear the day is far distant when such agreement shall be attained. I cannot, therefore, see how those making such a recommendation are entitled to be regarded as the real friends of Presbyterians.

The report says, "Your committee are of opinion that the constitution of a college for the Presbyterians should, to accord with the spirit of the Act, be framed on a basis sufficiently wide to include every section of Presbyterians." If the committee are of opinion that is is possible to frame such a basis, they are more sanguine than I am. It has been our study and our earnest desire to find out such a basis, but hitherto we have found it impossible. If Dr. Lang, or the committee can frame such a basis, I am sure we shall feel indebted to them. This is at present the grand desideratum. To include every section of the Presbyterian Church seems to me impracticable, unless one or other of two things be done—unless the Legislature consent to forego the primary object of the Affiliated Colleges, and strike out the phrase systematic religious instruction from the preamble of the Act; or unless some section of the Presbyterian Church consent to abandon their distinctive principles and conscientious beliefs. I would again hope that the Legislature will pause before adopting this recommendation of the committee, thereby perpetrating a gross injustice upon the great body of the Presbyterians of the colony, because it so happens that a minority are precluded by their own position and principles from co-operating in carrying out the object proposed.

I may be permitted, in conclusion, to call attention to a slight mistake into which the Rev. Mr. M'Gibbon has fallen in his evidence, with respect to the ground on which the Synod of Eastern Australia refused to co-operate with the Synod of Australia, in the erection of a college. It was not because she felt herself precluded from taking part in this enterprise, by the principles held and declared by her on the *Indiscriminate Endowment* question, but because she was of opinion that, by co-operating with the Synod of Australia in this matter her anti-Erastian testimony might be compromised. It is indeed true that the Synod of Eastern Australia has protested again and again against this evil system; but this, of itself would not necessarily preclude her from taking part in this undertaking, for the principle on which the Free Church acts in this matter is to protest against what is evil, to take advantage of what is good in the system—and on this principle the majority, I believe, of the Synod would be prepared to act.

I remain, yours, &c.,
J. CAMERON.

Penrith, October 8th.

HORSE-TAMING.

To the Editor of the Sydney Morning Herald.

SIR,—I have just seen Mr. Armstrong's letter in your issue of the 5th, and am sorry to hear that I have "misled horsemen as to the real pretensions of Mr. Rarey." I am, however, quite at a loss to conceive how I can have done so. In my letter of the 1st instant, I said it was questionable if that gentleman had a secret to reveal; but I admitted that it was possible he might. My object was to caution stud-masters against men whose knowledge—real or pretended—of a secret is their sole claim to employment as horse-breakers. If Mr. Rarey pretends to tell any secret which will convert a tailor or a lady's maid into a horse-tamer, then I have indeed misrepresented him, for I have contended that no secret will do so. I still think that it is an art which Mr. Rarey teaches, and not a secret which he tells. I never said that he *trains* horses; but I think it likely that he trains his pupils.

From what I have recently seen and heard, I am satisfied that Mr. Cheveroy is perfectly competent to give very valuable lessons to the men who usually undertake to handle unbroken colts. At present, it does not much concern the public to know what his lessons consist of; and it is not right to enquire except as a pupil. If I had to employ a horse-breaker, I should greatly prefer a man who could seize and tame the colts as Mr. Cheveroy does; but if I found a man stupid and awkward about a quiet horse I would have no faith in him, whatever secret he might have learned.

I am, Sir, your most obedient,
NEW SOUTH WALES.

8th October.

CORONER'S INQUEST. — An inquest, initiated on Thursday last, and concluded on Friday afternoon, gave the following evidence, touching the death of Thomas M'Cue, aged 11 months. Margaret M'Cue, the mother, deposed: The deceased got scalded about three weeks back; a tea-pot containing about a quart of boiling liquor stood on the hearth, and deceased pulled it over upon him, at a moment when his parents were not watching him, as he crept on the floor; linseed oil and white lead were applied to the scalded part, which extended from below the knee to the toes, the skin being broken; the father of the child suggested this application; it had only been used half an hour when Mr. Graham, surgeon, was called in; he removed the oil and white paint, and applied flour and cotton wadding—ordering the application to be renewed twice a day (morning and evening); two or three days afterwards, he applied an ointment [a resinous compound now produced], together with bread poultices, and ordered the parts to be kept well washed with warm water; these things were done; about fourteen days after the injury Mr. Graham also gave some powders, which were regularly administered at first, but were discontinued in consequence of their not having been kept on the stomach; the child was lively after the accident, but grew dull and heavy a few days before death; at the same time it appeared free from pain, and there was an offensive smell from the foot. Mr. Graham generally saw the child every second day, but he did not disturb the bandages, for he said he "knew perfectly well how the injury was going on"; the treatment as before was to be continued; last Wednesday week Mr. Graham went and found deceased in his mother's arms; it was 11 o'clock in the forenoon; the child kept moving his eyes about; Mr. Graham remarked there was slight convulsion, and he recommended a warm bath, saying the child's head and brain were affected, and he advised wine and broth to be given, and cloth moist with vinegar to be applied to the head—adding that if witness was not careful the child would slip through her fingers and die; his orders were obeyed; witness did not see Mr. Graham again before the Friday morning, or two days after; the child had not got worse, but the food given it did not remain on its stomach; this was not told Mr. Graham, however; he remarked, on seeing the child, that it was doing very well—without examining the foot; witness spoke about the offensive smell; Mr. Graham said he observed it—it was nothing; on Sunday, the 3rd instant, witness observed her child getting worse about six o'clock in the evening; and she sent a message to Mr. Graham, stating the child was very bad and dying. The messenger returned with the answer that Mr. Graham "had been out all day to twenty cases, and they were to get Dr. Buchanan to attend," he being doctor of a lodge of which the child's father was a member. Dr. Buchanan attended; witness stated to him, in addition to other particulars, that the child had something like a sore throat; she also told him what had been done; he examined the mouth, and finding the throat affected, asked if there had been a scalding of the throat; he ordered a mustard poultice, and it was applied; he also examined the foot, removed the poultice, and prescribed a lotion (black wash—produced), which was applied, and some powders, which were given every three hours. Witness continued: I asked Dr. Buchanan if there was any danger to the child; he said "no danger;" this he said about seven o'clock on Sunday evening; the child died three hours after; Dr. Buchanan had promised to see the child again on Monday morning; he did not go, but Dr. Graham went, and as he was dismounting from his horse I said to him "you are not required;" he asked "is the child dead?" I answered "yes, and through your neglect;" he denied the accusation, and referred to his having given the case over to Dr. Buchanan. Mr. Graham gave witness a certificate, ascribing death to malignant sore throat; the husband afterwards came in with a certificate from Dr. Buchanan, certifying that the death of the child was from severe scalding. The father of deceased (Robert M'Cue, a mariner) supported his wife's evidence, additionally stating that Dr. O'Brien saw the child, but prescribed nothing, and made a charge of 5s., about the middle of the week before last; and that when he found the death to have taken place he felt it a case for a coroner's inquest. Further evidence was given to show that the parents gave proper attention to the child under its affliction. The medical evidence by (Mr. Woodcock) showed that the deceased—a fine child, and well-conditioned—had signs of recent inflammatory action about the entrance to the throat; there was a deep-seated injury to the left foot, and the skin was extensively destroyed, and there was extensive suppuration. Internally, there was evidence of a congested state, and recent inflammation, but not of ulceration, in the mucous membrane lining the lips and cheeks and over the base of the tongue, and, posteriorly, over the palate. The cause of death was, he said, irritation, consequent on the mortification of the foot; he would have continued the treatment prescribed by Mr. Graham; he considered that sore throat had nothing to do with the child's death; it was not of a serious nature; bad smells were no indication of anything wrong; there was nothing very extraordinary in the child rolling its eyes; and medical men must have been aware when dissolution was likely to take place from mortification; it required great watchfulness and attention; and the last medical man who saw this case must have been aware that mortification had set in; no change in the treatment such as that named, would produce mortification. At the resumed inquest, Colin Buchanan, M.D., deposed; he was one of the visiting doctors to the Odd Fellows' Institute, to which the father of deceased belonged; he was called upon on Sunday evening (the 3rd instant) by the father, to go and see his child, which had been under Mr. Graham's care for some time, and he came because he was dissatisfied with the treatment pursued; it was between six and seven o'clock; he found the child suffering from inflammation of the throat and leg; made a minute examination; did not consider the injuries of a serious nature; he found a bread poultice on the leg, and observed considerable inflammation; he thought the application of poultices wrong; he prescribed a lotion of black wash (calomel and lime water) and it was applied; a gentle purgative was also administered; when he examined the injury of the foot, it was not in a bad state, nor did it smell bad; he could not swear it was neglected; he did tell the mother the poultice ought not to have been applied; he did not think the child seriously ill; he believed the cause of death to have been constitutional irritation. Dr. O'Brien deposed to his having seen the child, and approved of the dressing with the resinous ointment and the poulticing, and he enjoined a careful attention to Dr. Graham's instructions. Henry Graham, surgeon, deposed: He was called in, on the 11th ultimo, to see a child suffering from a scald; found both legs extensively scalded; he applied such remedies as years of hospital experience suggested; he paid visits on the 13th, 19th, 20th, 21st, 23rd, 25th, 27th, 28th, 29th ultimo, and on the 1st instant; his treatment consisted of sedative applications to the injured parts; he altered the treatment and applied a slightly stimulating ointment, together with poultices, when sloughing took place, with tepid fomentations previously; he gave fewer powders, and ordered a nutritious diet; he did not, on each occasion of visiting take off the dressing—such treatment of a sloughing sore being, in his opinion, exceedingly injurious and painful; sloughing sores must take their natural course; at each visit he particularly observed the general aspect of the child's countenance, and saw no bad signs until the 27th ultimo, when a languid and heavy symptom was betrayed in the eyes; he then examined the foot, and found it sloughing and separating in a natural way; he gave special instructions with a view to watchful attentions; on the 28th and 29th he again saw the child, and pronounced it improved; the mother also said the foot was doing nicely; the child was in every respect much improved when he saw it on the 1st instant; there was then no constitutional irritation. The whole circumstances since occurring made him arrive at the conclusion that death resulted from lockjaw, produced by the sloughing sore—a consequence not to be detected by a post mortem examination. The jury recorded the following verdict:—"We find that the deceased child died from the effects of a scald received by the accidental upsetting of a teapot. Rider—We express our unanimous censure upon Dr. Graham for not attending to the case as he ought to have done."

The *Brussells Independence* says—"Three Englishmen having crossed from England to Holland in a small boat, arrived at Arnheim on the 29th June. On landing they hoisted the boat upon their shoulders and carried it with them to their hotel, and the following morning carried it back to the Rhine, in the same manner, and left for Germany."—*London Express.*

NOTICE.—The undersigned will, on the 14th instant close his Sydney Establishment, preparatory to REMOVAL to ROSENTHAL, Warwick, Darling Downs, and requests that all accounts against him will be immediately sent in for payment. After the above date, outstanding station orders on him, or his predecessor, HUGH MACKAY, Esq., will meet due honour on presentation at the London Chartered Bank of Australia. Letters to be addressed as above, or to the care of Messrs. E. and W. PAUL, 89, York-street, Sydney, who are his appointed agents.

J. W. BUCKLAND, manager,
North British Australasian Company.
Sydney, 1st October, 1858—17 (late No. 1), Church-hill.

A GENTLEMEN'S Evening Class, for the study of the GERMAN LANGUAGE has been formed at Mr. DANIEL'S residence, 134, Dowling-street. Gentlemen desirous of joining are requested to apply to Mr. DANIEL.

EDUCATION FOR YOUNG LADIES, Charlton House, Point Piper Road, Paddington.—The Misses WEST, continue to receive a limited number of Pupils on moderate terms.

ADOLPHUS BRYANT LAW (from J. Curby's). Licensed Pawnbroker, 110, Cumberland-street.

B. MOUNTCASTLE having purchased Mr. J. Lublin's Stock and interest in his trade, begs to inform his (Mr. J. Lublin's) friends, that he has removed the business to his old-established shops in Market and George streets.

CHEAP PRINTING.—Posting Bills, in any colour, at an hour's notice. BRADSHAW'S, Church-hill.

C. NEWLYN, Pianoforte Maker, 203, Castlereagh-street, near Market-street, lately from the factories of England, with all the improved materials for repairing. N.B.—Pianofortes from various makers for sale.

DR. BOYD.—REMOVED, from 140, Castlereagh-street North, to 6, Lyons-terrace.

GILCHRIST and GREIG, Commercial Brokers and Commission Agents, Hall of Commerce, Melbourne. References in Sydney, Messrs. Gilchrist, Watt, and CO.

HEALTH, with EDUCATION, for Children, on the salubrious hights of Paddington. Miss TRAPPITT has vacancies for boarders, at her Preparatory School, 5, Elizabeth-place, Point Piper Road, Paddington.

MRS. MITCHELL, Midwife, 479, Pitt-street South, near the Haymarket.

MR. J. R. SMYTHE, Practical Surgical and Mechanical Dentist, 126, Castlereagh-street North.

NOTICE OF REMOVAL.—The business of the undersigned will be carried on at 89, York-street, Wynyard-square, on and after MONDAY, the 18th October. E. and W. PAUL, Macquarie-place.

PAPERHANGINGS, retail. Cheapest house in Sydney. E. CURTISS, 303, Pitt-st., near School of Arts.

ROBERT GRAY, Warehouseman and General Commission Agent, Wynyard-lane, Sydney.

R. HARNETT, Broker, 13, Hunter-street, Sydney 20th July, 1858.

SPECTACLES, all sights, Brazilian Pebbles, 10s. 6d.; best glasses, 5s 6d. LORKING, George-street.

SYDNEY OPHTHALMIC INSTITUTION for the Cure of Diseases of the Eye.—Patron, Sir William Denison, President, Sir A. Stephen; Surgeon, Dr. Berncastle. Apply from 9 to 11, at 20, Wynyard-square.

TOMLINS, SLOMAN, and CO., Wholesale and Retail Furnishing and General Ironmongers, 416 and 418, George-street.—Bar, sheet, and hoop iron; spring, cast, shear, and blister steel. Iron yard King-street.

WRITING, Bookkeeping, Arithmetic, &c., taught by Mr. BRAGG, 153, Elizabeth-street, near Market-st.

NEW PRODUCE STORES, Pitt-street, Circular Quay.—R. P. RICHARDSON (late sales' clerk to Messrs. T. S. Mort and Co.), Auctioneer, Broker, and Commission Agent.

Liberal cash advances on wool, tallow, hides, or any description of produce for sale or shipment.

COMMISSION.—The usual colonial rates. If sold in England, the regular London charges only.

Bank-buildings, George-street, 15th September.

TO SELLERS of WOOL, HIDES, and SHEEPSKINS—BRIERLEY, DEAN, and CO., 178, George-street Sydney, are purchasers.

£5000 TO LEND on city freehold, in sums from £100 to £1000. Apply DURHAM and IRWIN, 66, King-street West.

£50,000 ON MORTGAGE, 8 per cent. G. F. BAKER, Pitt and Bridge streets.

£150,000 LENT on Farms and City Property. R. FORBES, 170, Pitt-st.

£17,000 TO LEND, at 8 per cent. F. BRADLEY, opposite Supreme Court.

MONEY to LEND, upon Sydney Freehold Property. STENHOUSE and HARDY, 45, Hunter-street.

MORTGAGE.—The undersigned is instructed to lend £6000 on City or Country Property, at current rates of interest. ALEXANDER DICK, 63, Pitt-street, Sydney.

GOLD and SILVER FOREIGN COINS exchanged; Bank of England Notes, and Gold from the mines bought; the highest price given. N. WILSON. Office Lower George-street, between Hunter and Bridge streets.

THE UNDERSIGNED are prepared to receive Colonial Produce for SALE, as wool, tallow, hides, &c., or to make liberal advances on wool, if consigned to their friends, Messrs. FREDERICK HUTH and CO., in London. Orders upon produce and manufactured goods to be purchased here, and South Australia, or in any of the China, Indian, or European markets, will be as promptly executed as opportunity admits of—charges moderate. LENDER, MULLER, and CO., King-street, corner of Commercial Wharf.

THE GREAT NORTHERN RAILWAY.—TO THE PUBLIC.—A leading article, on the subject of the charges for carriage on the Great Northern Railway, which appeared in the SYDNEY MORNING HERALD of the 4th instant, and the weight which the authority of that influential journal lends to the statements contained in it, demand a reply from us, as a committee appointed at a recent public meeting in Newcastle to urge a reduction in the freights on that line.

As the article in question is a laboured defence of the policy of the Commissioners in this matter, and as the points contained in it bear intrinsic evidence of having been officially supplied, we feel warranted in treating it as practically—the production of the Commissioners themselves, whose views, at least, the writer has adopted.

Before replying to the diffuse and somewhat obscure statements made in that article, we wish briefly to state the point at issue, which, divested of the irrelevant and erroneous matter with which it is there mixed up, is simply whether the Great Northern Railway, which has now comparatively no goods traffic, while it has to maintain a staff of officials, and a stock of appliances, not half employed shall, by a prudent reduction of freights, be made to acquire for the public a revenue which those acquainted with the trade say would not be overstated at fifteen thousand pounds a year, without any other outlay than a comparatively small one for wear and tear.

In order to reply to the fallacies by which this very plain question has been met, it is necessary to quote the assertions put forward in the article in the order in which they occur. Thus, after a few introductory generalities, the plain object of which is to beg the whole question, the article opens the subject by saying that, "Just at present the Commissioners are vehemently assailed because the goods traffic from Maitland is still carried on by water instead of by rail." It must be almost needless to say that the Commissioners are blamed for nothing of the kind. They are only censured because that, by persisting in a high rate of charge under the circumstances mentioned, they exclude from the use of the railway the whole of the shippers and consignees of freight at Maitland and the neighbourhood, who are now anxious, as their own assurances declare, to become customers of the railway at a reduced rate for carriage. Again, after strangely taking credit for the Commissioners that they are not responsible for having originated the line, the article proceeds to say that "the effect of the competition seems to have been simply to have annihilated the cost of the river freight, for it seems that the steamers take cargo all the way from Sydney to Morpeth for the same rate as from Sydney to Newcastle." Here, in order, apparently, to gain credit for the Commissioners from the assumption, the article implies that they had raised a competition between the railway and the steamers, which competition, on the contrary, does not now, and never did exist; and then, seemingly, for the same reason, the article proceeds to assume the annihilation of the river freight as the consequence, whereas the "river freight" was taken off, from other causes, some two years since, before even the railway was opened. The article then continues, somewhat incomprehensibly, to say that "the Commissioners are accused of causing this state of things by their high charges." The "state of things" thus referred to being the annihilation of the river freights, the article, it must be plain, soars here so high above common sense as to make it impossible to reply to it, no one, at least, in this district, having ever thought of accusing the Commissioners, that by the competition of their "high charges" they had driven the steamers to "annihilate the river freights." Until, therefore, this part of the argument is made more intelligible, it is to be feared that it must remain unanswered. After some further remarks of much the same character, the article proceeds to state that "a rivalry for the carrying trade is to some extent unavoidable, but it does not follow that the Government is to keep on underselling until it drives its rival from the trade." From this it would be inferred that the Commissioners had already entered into a competition, at reduced rates, for the carrying trade of the district, a supposition which we beg most distinctly to deny, and that the object of the covert assumption thus conveyed is to take credit for some such inference becomes clear from the sentence which follows, that "to make such use of the public funds would be an intolerable hardship" in which all would agree with the article, were the object to drive a rival from the field rather than to serve the interests of the railway and of the public, and to carry out the original purpose of the line. The article then continues, "it is argued that at present the Government loses a traffic worth fifteen thousand pounds a year; but it can only be worth that by having a monopoly of it at current rates, and this is now impossible, the Government having prevented monopoly by establishing competition." We wish most positively to say that, as already stated in the Press and to the Government, the estimate of fifteen thousand pounds a year is not based upon current rates, or upon the supposition of a monopoly, but is the calculation by men acquainted with the trade, of the minimum amount of traffic which the railway would attract to itself at a reduction of freight between Newcastle and Maitland, to say, five shillings per ton. As to the statement, in the paragraph just quoted, that the Government has "prevented monopoly by establishing competition," when the complaint is, as the article inferentially admits, that the Commissioners refuse to compete at all, it must be put down as one of those mysterious allusions in the article which are only intelligible to the writer of it himself. The article next proceeds to contrast Newcastle with Morpeth, and says that "one" (referring to Newcastle) "presses on the Government for an expenditure in wharves and harbour improvements;" "to which we bluntly reply that Newcastle does no such thing in the sense here conveyed, that is, out of the public purse. Newcastle having independently petitioned Parliament three years since to tax itself for the purpose, in conformity with which an act was passed, on the authority of which the Government raised the sum of £40,000 secured on tonnage dues laid on the trade of the port and river, our fair proportion of which is all that Newcastle is applying to have expended on improvements here.

After giving credit to the Commissioners for not having consulted private interests (a convenient way of backing up any policy connected with the railway) and after stating that if the Commissioners consent to reduce the goods charges on the Northern line, they would probably have to make an equivalent reduction on the Southern one, the article continues, "If this forced diminution in the rates and receipts over all the lines were taken into account, we imagine that the fifteen thousand pounds, which it is said the Commissioners would gain by cutting out the steamboats, would dwindle considerably;" to which we beg to reply—"and no great harm even if it did," so long as it is thus given back to the public, and judging from the mismanagement on the Great Northern, we may be allowed to believe that such a reduction elsewhere is not uncalled for, and that the Government would find more than an equivalent for the reduction in an increased traffic.

It is of course characteristic of this article, that it merely looks on the Great Northern line as a subject of direct profit, without reference to any of those great views which have made railways objects of desire in this colony, while, even as a commercial speculation, the Commissioners as we have shewn, mismanage it by refusing to permit it to acquire a traffic.

To those who are not familiar with the locality it may be necessary to explain that the competition which, in consequence of its high charges, now shuts out the railway from participation in the goods traffic of this district, arises, as has been already explained through the press, in the land carriage between Morpeth and Maitland, and that a reduction of rates on the railway would immediately command for it this traffic, and establish it permanently as the regular course of transit; contrary to the statement made in the article, the amount here assumed as realizable by this traffic would not be affected by the extension of the line hereafter to Singleton, as it arises from produce or goods raised or consumed in this immediate district alone.

We have thus, we believe, disposed of this article, and discharged a duty the object of which is to remove the misrepresentations, which, for the defence of the extraordinary policy of the Commissioners have been mixed up with, originally, a clear and simple question.

On behalf of the Committee,
JAMES HANNELL, Chairman.

Newcastle, 7th October, 1858.

FETES, FLOWER SHOWS, &c.—VYSE and POWELL, Milliners, &c. (from Ludgate Hill, London), beg to inform the public that they have now on show, at prices strictly moderate, an elegant and choice assortment of tulle, pure white crinoline, and other fancy bonnets, suitable for the above occasions. Show Rooms, 341, George-street, next Commercial Bank, Sydney.

NEW GOODS.—Just arrived per Wave of Life.—WALTHAM RUSH has opened, and ready for inspection, 79 cases of New Drapery Goods of every description, the latest fashions, and very choice goods, at exceedingly low prices. The following are a few of the novelties worthy of the immediate attention of ladies.

1 case spun silk dresses, only 10s. 9d., a great bargain
2 ditto balzarine dresses, 18 yards, only 14s. 6d.
2 ditto French barege dresses, 20 yards, only £1 5s., worth 60s.
2 ditto rich French bonnet ribbons, only 6½d., a great bargain
5 ditto French muslin dresses, only 6s. 6d. the dress
2 ditto black glacé silk mantles, very beautiful
3 ditto ladies' summer cloth